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The China Mail

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HONGKONG, THURSDAY, JULY 24, 1919.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

DENIKIN'S POLICY VOUCHERED FOR.

BY ENTHUSIASTIC SOLDIER.

LONDON, July 17.

Chief Briggs of the British Military Mission to South Russia has returned from General Denikin's headquarters. Interviewed by Reuter he emphatically contradicts reports circulated against Denikin's administration, and declares that Denikin is a large-minded, strong Russian patriot, unswayed by any personal ambitions. The heads of the British, French and American missions formulated a programme in conjunction with Denikin's administration. It was signed by all, clearly proving the nature of Denikin's policy. It embraced the abolition of Bolshevik anarchy, the reconstruction of united Russia, the convocation of a people's assembly based on universal suffrage, decentralisation by means of wide regional autonomy, a liberal measure of local self government, guarantees of full civil and religious freedom, immediate agrarian reforms with a view to meeting the demand for land by the working classes, immediate labour legislation to secure the working classes from exploitation by government or by capital.

Mr. Briggs added that our duty was to help Denikin and Koltchak. Eighty-five per cent. of the whole population of Russia was anti-Bolshevik. Five per cent. consists of commissaries, five of highly paid assassins (to carry out their orders) and the remaining five per cent. are doubtful. Owing to soviet propaganda the people were led to believe that France and England are behind the Bolsheviks. The work accomplished by Denikin in the past fifteen months was miraculous. It was unfortunate that Koltchak was forced back but this was only a passing phase. It must be remembered that the troops in the front line of the red armies are driven to fight and kept at their post by machineguns controlled by paid assassins who remain in the rear. Mr. Briggs concluded by emphasising the necessity of quickly assisting the anti-Bolsheviks, and reopening trade with the reconquered territory, otherwise Germany would recapture the whole of the Russian trade and influence. The urgency of this is clear, as Denikin has already reconquered a tract of country with a population of sixty millions previously devastated by Bolsheviks.

LEADERS IN LONDON PARADE.

LONDON, July 18.
Marshal Foch, accompanied by a brilliant staff, including the famous divisional commanders Debeney and Laguerre, and two brigadiers, was ceremoniously received at Folkestone. When he arrived in London he was welcomed by Sir Douglas Haig and a distinguished company. He inspected the guard of honour which was composed of Welsh Guards, Irish Guards, the Marseillaise, and "men of Harlech." A wildly enthusiastic crowd greeted Marshal Foch.

The generals riding with Marshal Haig will be Byng, Rawlinson, W. Marshall, Hoskins, Briggs, Horne, Birdwood, Chetwode, Fowke, R. Lawrence, Chauvel, G. H. Davidson, A. Currie, Earl Cavan, and T. F. Clarke. The overseas detachments will be headed by Generals Monash, G. N. Johnston, and Lukin. M. F. Rimginton will head the cavalry. Sir G. Birch the artillery, Sir G. M. Heath the engineers, Elles the tanks, Ruggles-Brise the Machine-gun corps, C. J. Deverell the British infantry, P. R. Robertson the Scottish, Hiddle the Irish, Blackader the Welsh, and Pulteney the "contemptibles." Sir R. Butler will be head of the colours, E. C. Carter of the service corps, Major General S. B. Moores of the medical corps, Parsons of the ordnance corps, and Blenkinsop of the veterinary.

LONDON A VAST CAMP.

LONDON, July 18.
London has become a veritable international camp. Troops of all the allied nations are pouring into every station by special trains, ovated by crowds. The parks are packed with holidaymakers fraternising with the men. The chief features of to-day's celebrations are the march through the city and westward of 4,000 sailors from Southend, and the unveiling of a temporary cenotaph at Whitehall. The monument is of the simplest. It bears merely the words "the glorious dead." During the procession tomorrow the cenotaph will be guarded by four privates of the Guards with reversed arms. All hands will cease playing and the passing troops will salute the dead.

TO-DAY'S CABLE.

(Reuter's Service to the China Mail.)

RAILWAYMEN OUT.

LONDON, July 18.
The North Eastern railwaymen at Leeds struck despite the Union's order.

CHINESE TELEGRAM

[Translated for the China Mail from the Wah Tsz Yat Po.]

SHANGHAI, July 23.
Tuan Ki Sui instructed Chu Shu Tsang that the whole staff of the War Participation Bureau should be entirely transferred to the Frontier Affairs Bureau.
The Canton Bank in Shanghai will issue from 1st August Banknotes up to \$100,000 in denominations of Five, Ten, Fifty and a Hundred dollars.
Cantonese residents gave a farewell dinner to four delegates who are going to Canton today to interview the Canton Authorities about the question of the Civil Governor.

FAR EASTERN CABLE NEWS.

THE KIRIN DISTURBANCE.

PEKING, July 23.
The Kirin disturbance is not yet at an end. The Government has not arrived at any plan to settle the matter. The rumors that the Kirin and Fengtien troops have met in conflict is not true. The Government has wired to General Pao Kuei-hing to proceed to Kirin at once to take over the military government from Mang Yan-yuen.

THE SHANGHAI CONFERENCE.

The President has sent the Secretary of the Lower House to ask Wong Yip-long, President of the Lower House, to be chief delegate from the North to arrange peace with the South. The Secretary replied that Wong refused the Premiership and did not want to be the chief peace delegate, but he would appeal to him again.

STUDENTS AT VARIANCE.

The students of the Peking College met to consider the question of asking the Government to send Tsai Yuen-pui back as Head of the institution. They were divided into two parties. Those who wanted Tsai back accused the others, numbering over fifty, of accepting bribes. They were tied up and forced to admit that they were wrong before they were liberated. Five students are still locked up in the College.—*Hongkong Chinese Commercial News.*

A TURF CONSPIRACY.

AT THE CORONET.

Many people have read Nat Gould's famous book "A Turf Conspiracy."
This story has been adapted for the screen and is being shown at the Coronet. It makes a fine film, very interesting and the racing causes the necessary exciting features.
The story tells of Dick Bell, a wealthy bookmaker, who is murdered on his way to a race meeting near his home, and Gordon Choeley, a real sport, and a friend of Dick's (although he owes him money) is arrested for the crime, but subsequently released on the grounds of insufficient evidence. Detective Thornton, who has quarrelled with his superior over the case, takes up the quest of the murderer on behalf of Bell's daughter Olga.
Madge Iman, a young and pretty widow, who has been left a large fortune by her late husband, is a born gambler.
Other characters are Jack Rook, Bell's clerk, Tilton, a shady trainer of racehorses, and Aaron Smart.
It is a British picture and a capital play. Don't miss it.
It is showing for the last time to-night. There is also "A Movie Man's Dream" and the Coronet Orchestra, always an attraction.

The Coronet will show in their next change of programmes William S. Hart and Dorothy Dackon in Triangle's big western drama "The Disciple."

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

SATISFIED TIGER.

PARIS, July 18th.
M. Clemenceau, in giving evidence before the Peace Committee, in the Chamber of Deputies, extolled the Anglo-French-American alliance, which, he said, would secure that safety for France which would enable her to reduce military service.

ANOTHER DECENT GERMAN.

GETS FREEDOM, STEAMER TICKET, AND SILVER WATCH.
LONDON, July 18th.
A British aeroplane took fire and crashed down at the Wiltshire aerodrome, where German prisoners were employed. The pilot, who was entrapped in the burning wreckage, was in imminent danger of being burnt to death when a German prisoner, named Bruckman, went to the officer's assistance, and effected a rescue at great personal risk.
It has been decided that Bruckman shall forthwith be released from captivity and granted a free passage home. It has also been decided to present him with a sum of money and a silver watch, suitably inscribed, in recognition of his gallant and chivalrous act.

HEAVY FINE ON "DAILY MAIL."

LONDON, July 18th.
A special jury, Lord Reading presiding, awarded Lord Newton, formerly in charge of the Prisoners-of-War Department of the Foreign Office, £5,000 damages in the libel action brought against the *Daily Mail*, which accused him of insuring at the sufferings of British prisoners in Germany and of being guilty of heartlessness and want of sympathy.
The plaintiff's witnesses included Lord Robert Cecil, Mr. Justice Younger and the Archbishop of Canterbury.

THE GEGEGES.

LONDON, July 18th.
The Eclipse Stakes resulted as follows:
Buchan 1
Cygnus 2
Splendid Spur 3
Seven ran. Buchan won by a length and a half. The same distance separated second and third.
Betting: 5 to 1, Buchan; 100 to 5, Cygnus; 100 to 7, Splendid Spur.

CRICKET.

LONDON, July 17th.
The match between Leicestershire and Lancashire was drawn.

RUMANIA AND HUNGARY.

CAN'T STOP.

The Council is considering the situation on the Rumanian-Hungarian frontier. The latter refuse to disarm, because the Rumanians decline to retire, while the Rumanians refuse to retire as the Hungarians will not disarm. Hence, a deadlock has arisen.
The Council is endeavouring to apportion the responsibility to the respective parties.

FEEDING AUSTRIA.

The Supreme War Council is considering Mr. Hoover's recommendation to continue feeding Austria until October.

ASIA MINOR.

PARIS, July 18th.
The Supreme Council has considered the situation in Asia Minor. It is understood that an agreement has been reached between the Greeks and the Italians as regards the distribution of troops. Furthermore, General Sir Edmund Allenby is assuming the supreme command of all the forces in this area, including British, French, Greek and Italian troops.

A HAPPY KING.

BELGRADE, July 17th.
King Peter has arrived in Serbia from Athens. He was enthusiastically welcomed on his return from exile.

BISLEY WINNER.

LONDON, July 18th.
Sergeant Loveday, a New Zealander, won the King's prize at Bisley. He made a score of 233 out of a possible 300.

GERMAN REPRESENTATIVE IN FRANCE.

PARIS, July 18th.
Herr von Lersner, the successor to Count von Rantzau as head of the German delegation, has been appointed German *Chargé d'Affaires* in France.

KOLTCHAK.

PARIS, July 17th.
Admiral Koltchak has advised the Supreme War Council that he desires the blockade of the Black Sea, but that he is unable, at present, to carry out the measure.
The Council has not yet decided whether the Allies should recognise the blockade, but it is probable that Admiral Koltchak will be ultimately supported.

NO SCAREGOAT.

PARIS, July 18th.
The Committee on Responsibility for the War has presented a report to the Supreme Council urging that nobody can be tried in the stead of the ex-Kaiser.

SHORTAGE AT HOME.

LONDON, July 17th.
North-Eastern towns are already suffering from a shortage of supplies.
(Continued on Page 3.)

BUSINESS NOTICES

J. T. SHAW.

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**TAILOR, HABITMAKER
AND
OUTFITTER.**

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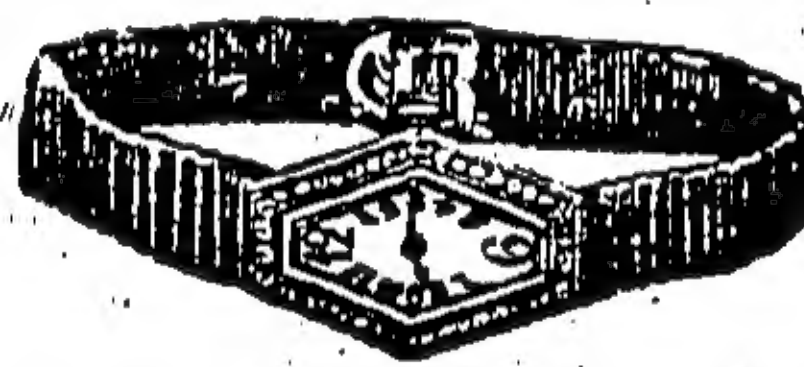
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Our PRICKLY HEAT LOTION, prepared according to the formula of one of the present day Professors of Tropical Medicine.

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QUALITY—VARIETY—PERFECTION.

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QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

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INTIMATIONS.

THE HONGKONG, CANTON &
MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending June 30, 1919, will be PAYABLE on TUESDAY August 5, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY July 30 to TUESDAY August 5, both days inclusive, during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.
Hongkong, July 22, 1919.

THE HONGKONG LAND INVEST-
MENT AGENCY CO., LTD.

A N INTERIM DIVIDEND of THREE and HALF DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 28, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 28, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong July 9, 1919.

THE HONGKONG CENTRAL
ESTATE LIMITED.

A N INTERIM DIVIDEND of FOUR DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 28, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 28, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
the General Managers.
Hongkong, July 9, 1919.

THE WEST POINT BUILDING
CO., LTD.

A N INTERIM DIVIDEND of THREE DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 28, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 28, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
The Hongkong Land Investment &
Agency Co., Ltd.
General Agents for the
West Point Building Co., Ltd.
Hongkong, July 9, 1919.

NOTICE AND CAUTION.

KOWLOON INLAND LOT 176.

THE Deeds and Documents relating to the above Property having been stolen in China, the Public is hereby cautioned not to enter into any negotiations regarding the same without reference to the undersigned.

Dated the 17th day of July, 1919.
LEO D'ALMADA & CASTRO,
Solicitor for the Owner.

G. P. R.

NOTICE.

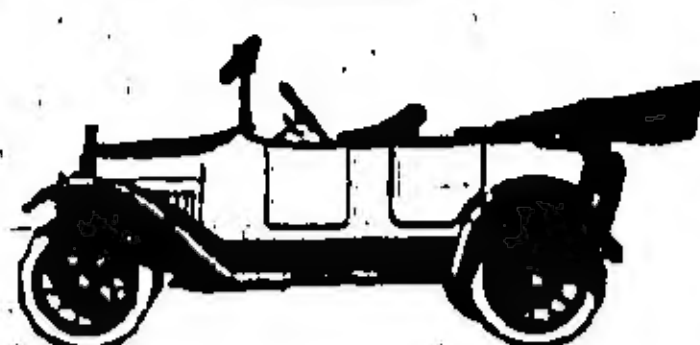
ALL PERSONS with the exception of those of Chinese races desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily at the PASS OFFICE, Post Office Building.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1913. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

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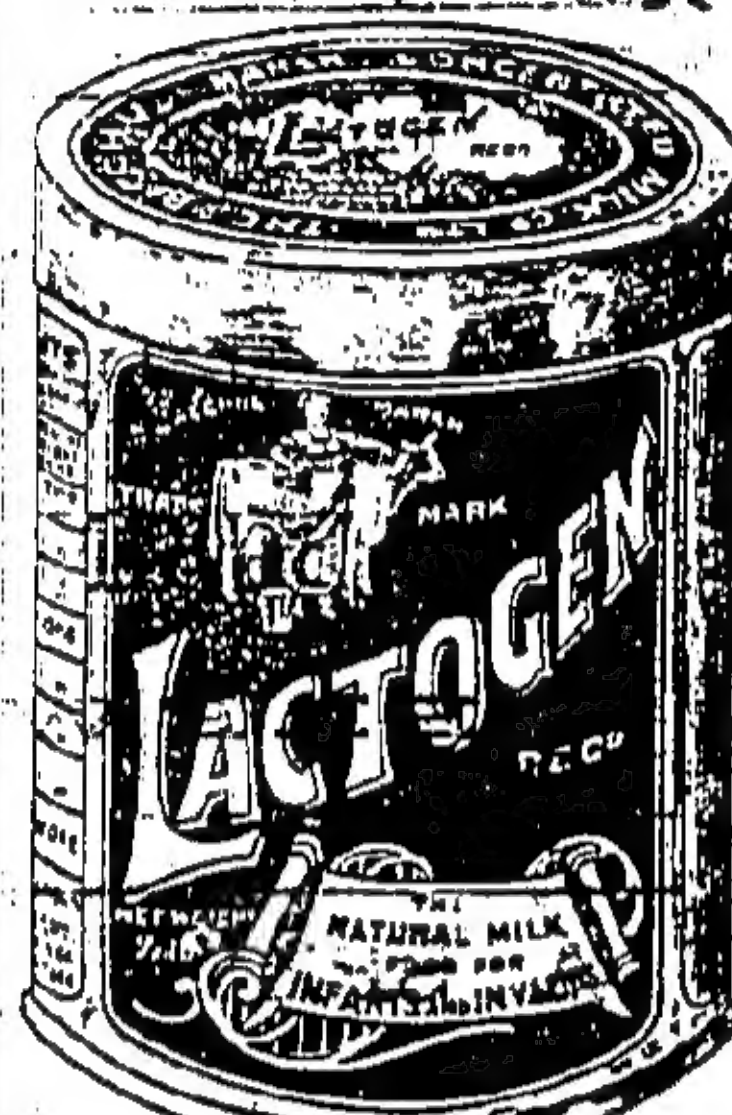


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We have just received a large consignment

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JAPANESE MAKERS

Every kind of Footwear

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Hongkong, March 20, 1914.

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V.O.S.

(PARLIAMENT BLEND)

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SCOTCH WHISKY.

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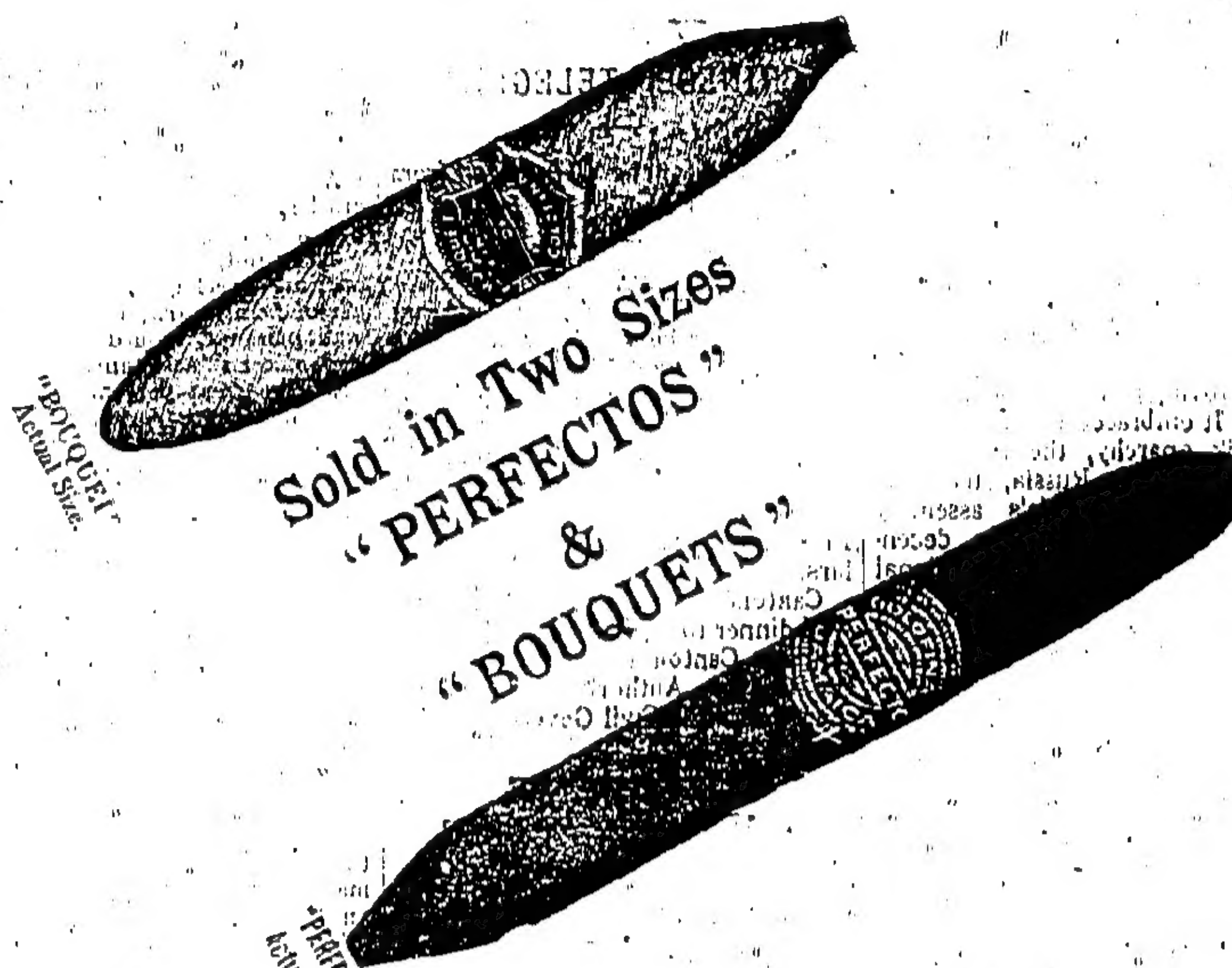
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& CO.

15, QUEEN'S ROAD CENTRAL,

HONGKONG.

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GOOD SMOKE.Obtainable at all
High-class
TOBACCONISTS.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

JAPAN'S TRADE WITH
CHINA.

The Customs' report on returns of trade and imports for the past three years gives an interesting insight on the progress that Japan has made in China during the war. The campaign that Japan launched against the industrial trade of the world, has achieved a final triumph in her near neighbour, and though this may seem to be exaggerating the whole situation, in reality it is by no means so, as reference to the trade reports prove.

A comparison of percentages between the years 1916 and 1918 reveals a surprising state of affairs, which, as regards Britain, can be laid at the door of the Hun, and the partial success of his campaign on British shipping.

For instance, if we take the total value of the imports of iron and mild steel (new) for 1918 we find that 33.6 per cent. was imported from Japan; 18.0 per cent. from Britain; and 28.5 per cent. from the U.S.A. In 1916, the percentage for Japan was 31; for Britain, 21; and for the U.S.A., 24.8. It can be seen that imports of steel from Britain during last year dropped away so much as to practically amount to nothing when compared to Japan. It is the same with galvanised iron sheets. Britain in 1916 exported 39.5 per cent. of the total value, and Japan 21.8, but a short difference of two years carried the British exports in this direction to practically nothing, whereas the Japanese exports for 1918 amounted to 43.5 per cent. of the total value. Again, when we take the imports of raw cotton, of which, in 1916, India exported 71 per cent. of the total value and Japan 11 per cent. In 1918, Japan exported 69 per cent. and India a bare 11 per cent.

In the machinery trade, too, regarding boilers and engines, Britain's exports to China amounted to 53 per cent. of the total value in 1916, and Japan 5.6; but in 1918 positions were reversed; Japan exported 39 per cent. of the total value and Britain 15.5, America leading with 47 per cent.

The value of British exports to China for the past year amounted to nearly HK. \$20,000,000, and Japan's exports HK. \$20,000,000.

When we get down to such narrow facts as this, it shows only too clearly the damage that has been done to British trade with China, and of which Japan has reaped the benefit. The war has indeed been a good thing for Japan, and has given her a hold on foreign trade that will ensure her a permanent position in the markets of the world, and which competitive nations will find hard to combat in efforts to regain their lost trade.

During last year Shanghai dealt with the bulk of the imports, handling goods to the value of HK. \$5 million more than in the previous year, the actual figures being HK. \$21,000,000 which is over a third of the total value of the imports of China. In spite of the many disadvantages which shippers of foreign goods have to face at Shanghai, that port received HK. \$7 million, while Tientsin took HK. \$6 million, the next ports in order of trade being Kowloon, Hankow and Amoy. Canton received HK. \$2 million worth of imported merchandise and Chongking more than doubled its foreign imports.

The import of lead, pigs and bars, in 1918 amounted to 3.1 per cent. of the total value and from Britain 2.2 per cent., America leading with 26.4 per cent. During last year the imports from Britain were practically nil, and from Japan 17.7 per cent. of the total value, America leading with 28 per cent. The import of zinc plates and sheets shows a marked increase in favour of Britain than previous figures regarding imports, her percentage for 1916 being 17.2 and for Japan 16.2. America leading with 64.2 per cent. of the total value. In 1918, China imported from Britain 41.5 per cent. of the total value of zinc sheets and plates, America none at all, and Japan takes a secondary place with 31 per cent.

Undoubtedly the nearness of Japan to China, and the cheap labour which she has at her disposal, gives her a supreme advantage over European competitors.

But now that peace has been signed, and Europe has the opportunity to once again direct her attention towards trading with China, it is to be expected that, the one time supreme position that Britain formerly held in industries with the Far East will come to the fore again, and the imports from Britain of machinery, etc., during the present year should show a decided change from the past few years, when the whole energy of the country was directed to defeating Germany. The war-after-the-war, now looms ahead, and the most business-like attitude should be adopted in the furtherance of British trade in China.

It is worth while to compare the manner in which, in pre-war days, business was conducted between a British and a German firm in the Far East, with the Chinese.

A Chinese representative of his firm would call upon a British firm, and on entering the office would be received, very coolly by a member of the office staff. His name would be taken in to the manager, who would, in a great number of cases, keep him waiting for half-an-hour and, then have him ushered in; the fact being very clearly impressed on him by his cool reception that he was in the presence of a superior race, and that what they thought of his importance was nil. This kind of action towards

Chinese business men, as can well be imagined, was not at all to their liking, and accordingly, when they found that when they did business with Germans, they were treated with great respect, they accordingly began to take all the business that they could to this quarter, which has cost British business firms, which were short-sighted enough to carry on in this manner, a great deal of prestige and the losing of a great deal of business, which was transferred to the hands of their rivals.

When such a policy as this was adopted, it can be seen how detrimental it was to British trade interest in China, and the advantage that foreign competitors gained. In the trade war that has now started, it is to be hoped that British firms will have altered their methods in dealing with the Chinese, and that past experience will prove beneficial in their future business dealings with the Asiatic.

It is only to be expected that very soon, the German firms which went out of business in China when the war started, will once again be upon the scene, and the methods that they will adopt, will very likely be very much the same under which they carried on the war. Underhand tricks of trade and all the rogues' tricks that are known in business will undoubtedly be resorted to in attempts to capture lost trade.

China is a country where such methods will be put into practice, and it would be well for allied firms to expect as much from the beginning, and accordingly, prepare to counteract them. — Shipping and Engineering.

DUNSTANBURGH CASTLE SOLD.

The ruins of Dunstanburgh Castle, on the Northumbrian coast near Alnwick, has been bought by Mr. A. M. Sutherland, Lord Mayor of Newcastle. Dunstanburgh is associated with Thomas of Lancaster, Henry VI., and Queen Margaret.

Mr. Sutherland's purchase includes Dunstanburgh and Newton estates, which have a sea frontage of nearly four miles.

TRUCK DRIVEN BY PROPELLER.

A trial trip has been made from Greenwich, Berlin, to Beelitz with a vehicle consisting of an ordinary railway carriage driven by a motor and air propeller.

Fourteen Germans, including Ministers and railway experts, took part in the trial. The inventor maintained that the apparatus was capable of driving an ordinary goods truck at ordinary speed and thought that a large number of parts of Army planes now being scrapped might thus be profitably turned to account.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,

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High Class English Jewellery.

MACARONI, PASTE STARS, EGG NOODLES,

VERMICELLI

AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

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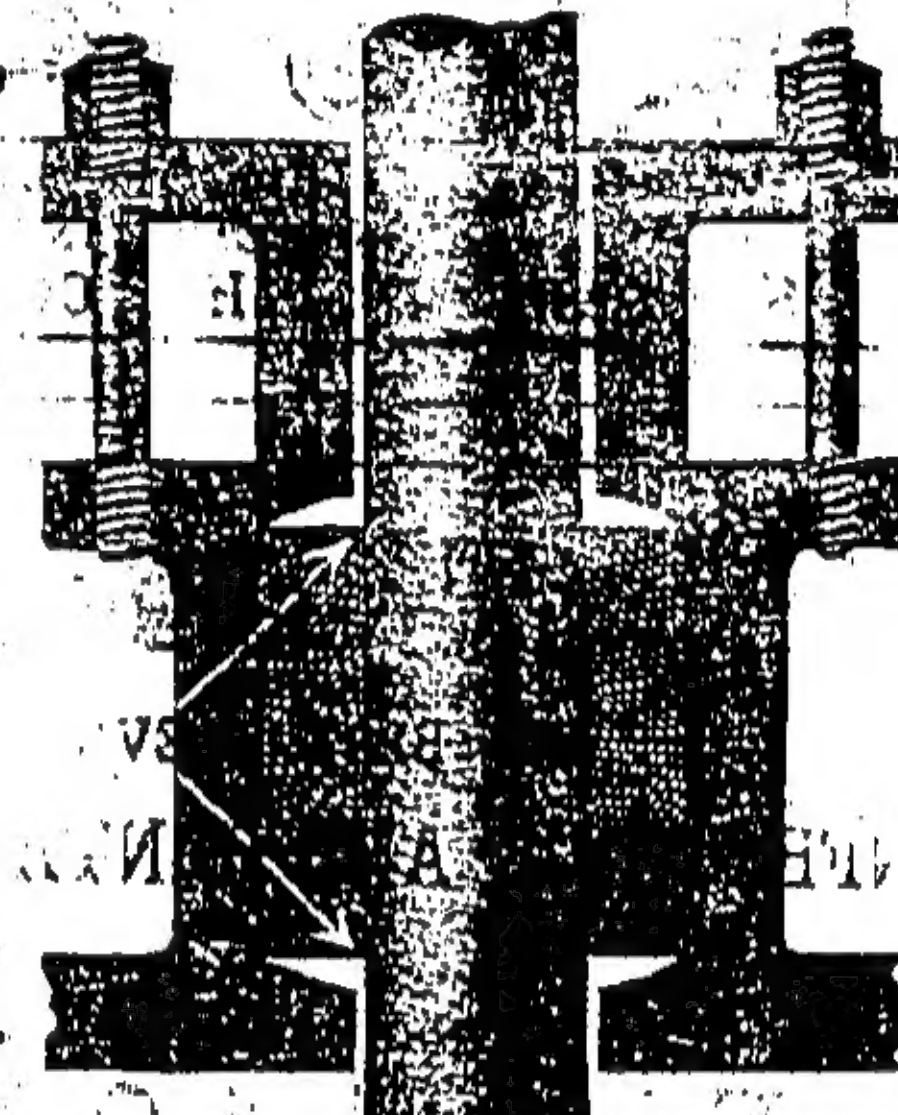
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THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

FRIDAY,

July 25, 1919, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

Sundry Household Furniture, &c.
One Billiard Table by Burroughs & Watts with accessories (to be sold without reserve).

Two Flares (new).
One Ricksha (very good condition).
Two Sewing Machines, Ladies saddle. Typewriters, Piece Goods, Wire Ropes, &c., &c.

Terms:—Cash.

HUGHES & HOUGH,
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Hongkong, July 24, 1919.

(For account of the concerned),

MONDAY,

July 28, 1919, at 10.30 a.m., at No. 2 Amai Villas, Kimberly Road, Kowloon.

Valuable Household Furniture, therein contained:
Comprising:—

Stained Teak Hall Cabinet, Tables, &c., Chesterfield Sofas, Arm-chairs, &c., Blackwood and Cherrywood Chairs, Tables, Cabinet, Music Seat and Tapestry, Silk embroidered Pictures and Engravings, Fender and Fire Brasses, Green Carpet, 15 x 12 with Rugs (new), Stained Teak Dining Room Suite and Bookcases, Crockery, Glass and Plated Ware, Brass Bedsteads, Large and Small Wardrobes, Linen Press, Toilet Tables, Washstands, &c., Bed and Table Linen and Mosquito Curtains.

Also
Piano by Muehle, Columbia Gramophone with Records, Milners Fire Resisting Safe, Enamelled Bath, American Ice Chest, Electric Fittings and 3 Bicycles.

(Full Particulars from Catalogue).
On view day of sale.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, July 23, 1919.

(For account of the concerned),

TUESDAY,

July 29, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A LARGE ASSORTMENT OF
TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND BRASS-
MOUNTED DOUBLE AND TWIN
BEDSTEADS, CURTAINS, CARPETS,
&c., &c.

Comprising:—
Large Chesterfield Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (stained Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery and Glass Ware, Cooking Stoves, Cutlery, &c. Bath Room Utensils, Electro-Plated Ware,
Electric Reading Lamps, Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screen, &c., Side Tables, Chairs, Cabinets, Pictures &c., Several Carpets new and second-hand.

Also
Piano and 1 Ricksha.

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Terms:—Cash.

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Hongkong, July 23, 1919.

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Hongkong.

PUBLIC AUCTIONS.

G. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 28th day of July, 1919, at 2 p.m., at the Office of the Public Works Department by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Kennedy Road in the Colony of Hongkong, for a term of 75 years, commencing from 2nd October, 1908, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.									
No. of Block	Boundary	Locality	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.	Area in Hectares	Area in Ares	Area in Centares
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10	10	10

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (For account of the concerned),

or

TUESDAY,

July 29, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A LARGE ASSORTMENT OF
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,
Comprising:—

HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.
DRAWNWORK:—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.
EMBROIDERIES:—Bedspreads, Table Covers, Tea Cloths, Runners 18 by 34 in. A few lots of Suit Cases and Attache Cases.

(All new goods and small lots to suit purchasers).

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Hongkong, July 23, 1919.

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LOST.—On Friday last, IRISH L. TERRY EITCH, answers to the name of "BIDDY." Reply to A. B. C. c/o "CHINA MAIL."

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WANTED.—ASSISTANT SECRETARY for the Marine Engineers' Guild of China to be resident at Hongkong. Salary \$350 per month for a probationary period of six months after which an agreement will be given. Apply to:—The Secretary, Marine Engineers' Guild of China, 17, Nanjing Road, Shanghai.

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TO LET.—No. 102 The Peak, 6 ROOMED HOUSE at the Peak. Apply to: PERRY SMITH, SMITH & FLEMING.

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Furnished for 12 months No. 87 The Peak (No. 1 Stewart Terrace) containing 3 Bedrooms and bath-rooms, hot and cold water, Drying room, Dining room, Drawing room, Sitting room and usual offices and servants' quarters, also large garden. Possession 15th July. Apply to:—
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THE LORD CHANCELLOR'S BATHROOM.

PUBLIC EXPENDITURE OF £3,800 REFUSED.

The Standing Committee of the Commons dealing with Civil Service estimates last month declined to sanction an expenditure of £3,800 which it was proposed to spend in constructing bathrooms and providing a lift at the official residence of Lord Birkenhead, the Lord Chancellor.

Sir Alfred Mond read a letter from Lord Birkenhead, in which he said: "When Lord Finlay was Chancellor, the decision was taken after considerable discussion by the House of Lords' Officers' Committee, that it would be convenient that the Lord Chancellor should live within the precincts of the House of Lords. I inherited this decision, but I was not even aware of it when I became Lord Chancellor. My attention was naturally directed to the decision which had been reached, and I agreed under the circumstances to take up my residence in the Royal Court as an official house."

"I had, in fact, made arrangements to move in on Monday week, vacating for that purpose my present house, which I have let to Lord Winterston. It would, however, be extremely distasteful to me to go there if any unwillingness exists to make such moderate provision as will make the house reasonably habitable."

"So far as I am concerned, no irreparable step has been taken. In the expectation of changing my residence in a fortnight, I have temporarily left myself without a house, but this is a matter which can very easily be adjusted. I am sure both yourself and the committee will understand that my object in writing is to make it plain that I never asked anyone to provide me with a residence, and that I am both able and willing, in a house of my own, to provide my family and myself with such bathroom and other accommodation as may be reasonably necessary."

Sir Alfred Mond said there was nothing personal about the matter, and it would be most unfair to suggest that two bathrooms were unnecessary. On the matter of the lift, he said the house was extremely high and the service difficult.

Mr. C. F. White, Derbyshire, moved that the Committee accept the Lord Chancellor's offer to keep to his own house.

Sir Alfred Mond said a certain amount of money, about £1,200, had already been spent. The lifts had not yet been touched.

Mr. S. McGuffin, Belfast, expressed surprise that the work had been commenced and the expenditure entailed before estimates had been passed. He regarded it almost as an act of contempt towards the Committee.

Mr. Walter then amended his motion so as to delete the proposed expenditure on the Lord Chancellor's residence, and this was carried by 12 votes to 8.

WHAT TO DO FOR MALARIA.

In Malaria, as in most other troubles of life, it is the "weakest that go to the wall." The microbes of Malaria thrive and multiply with astonishing rapidity in watery blood. It is for this reason that anemic, debilitated people develop ague and fever in malarious districts, while the red-blooded and robust remain perfectly immune.

To prevent Malaria, therefore, it is of the first importance that the blood should be kept rich and healthy. And to cure Malaria it is necessary to build up the blood, to provide it with a fresh supply of red corpuscles in place of those which the malarial microbes have destroyed, and thus to restore to it the power to repel and overcome the disease.

Formerly the only known treatment for Malaria was Quinine—a palliative and not a cure. But with the introduction of Dr. Williams' Pink Pills this unsatisfactory state of things ceased to exist, as is proved by the evidence of the many former malaria sufferers whom this world-famous remedy has completely and permanently cured.

Dr. Williams' Pink Pills make the blood rich and red, give the malarial germs from the system, and transform ague and fever victims into cheerful healthy men and women.

Dealers everywhere sell Dr. Williams' Pink Pills; they are also obtainable from the Chinese office of the Dr. Williams' Medicine Co., 98 Szechuen Road, Shanghai. 1 bottle for \$1.00, 6 bottles for \$5.00 post free.

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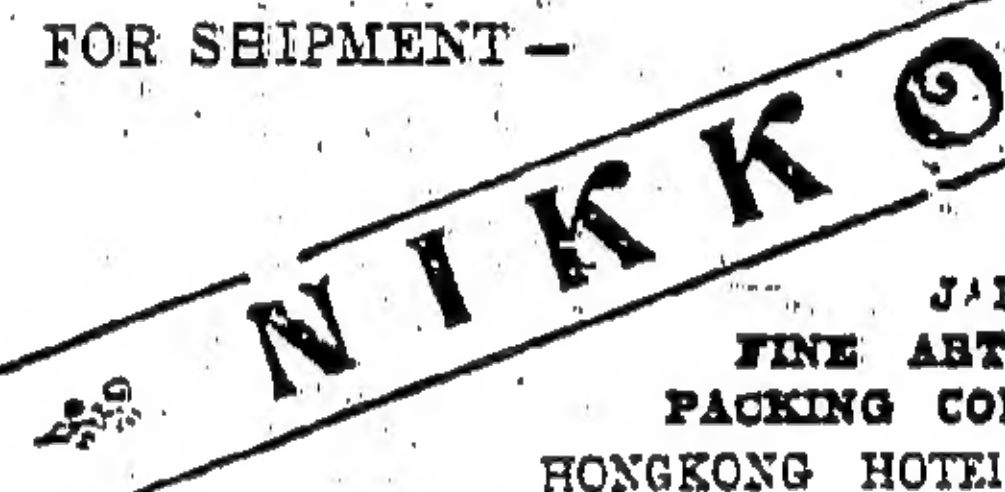
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JUST ARRIVED NEW BABY CARRIAGES

IN ARTISTIC COLOURINGS.

Blue, Green, Coffee, Suede, Blue,
French & Elephant Grey
AND
Havana Brown.

FOLDING CARS

IN ALL
POPULAR COLOURS.

DEATHS.

LE BRIS.—On July 16, at Shanghai, Yvonne Germaine Suzano, the beloved daughter of Mr. and Mrs. P. Le Bris, aged 20 months.

PIERSORE.—On July 16, at Shanghai, Amanda Walther, a Persian, in her 82nd year.

The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, JULY 24, 1919.

THOUGHTS ON THE PROBLEM OF EVIL AND THE FREE WILL CONCEPT.

A Perfect Being (hereinafter referred to as X) in creating the world must have created a perfect world. This reflection gave us that saying by Leibniz, so much feared at Voltaire in "Candide," "Everything is for the best in the best of all possible worlds." Human experience, as well as Dr. Pangloss and young Candide, observes unmistakable imperfections. An obvious conclusion therefrom would be that X is imperfect, which would mean that X is not X. Regarding this is unthinkable, some good people hit upon the notion that X for his own purposes gave man freedom of will. They unconsciously minimised the gift, and diluted the freedom of the freedom, by postulating that X retains an interest in the exercise of that freedom, being pleased by its exercise in one direction, and displeased by its exercise in another. This introduces the element of knowledge of X. The logician discussing Free Will need not pause to discuss whence they derived this knowledge. It will be sufficient for his purpose to admit it for the sake of argument. He will then say that man, confronted with the choice of A and B, and well knowing that his choice of A will please X, and earn a reward, while his choice of B will displease X and earn punishment, has in reality no freedom of choice; since it is in the nature of his make-up, for which X and not man's will was responsible, to please and be rewarded, rather than to displease and be punished. In effect, Free Will is disproved in the very act of postulating it. The only genuine Free Will conceivable is that which is exercised in unconsciousness of any other will. Knowledge of another will, even of a will with less force than the Divine Will (will of X) must tend to bias the choice. Knowledge of the will of X must have overpowering influence. A hint from a monarch is a "Royal

Command," which to the loyal leaves no choice. To know (or to believe that we know) the Divine Will takes all virtue from the act of "resignation," of "surrender of will." It is inconceivable that a mere man with such a faith would pretend to freedom of will. Thus far Free Will is clearly disproved in the case of the faithful. In the case of the others, it is also clear that the possibility of a gift of which the recipient has no knowledge must spoil the concept. A perfect giver would give perfectly; that is to say, X would provide the consciousness of right to free choice, and the unconsciousness of any possibility of wrong choice which is necessary to any exercise of free choice. If the knowledge be omitted, and the will is ignorant, that ignorance excludes freedom. Perfection cannot punish unjustly, and if unjust punishment follow, imperfection is demonstrated, and again X ceases to be X. Approached from either side, in this way, the concept of Free Will seems to be a delusion, and we have to fall back upon some other explanation of the mystery of evil.

PIGHEADEDNESS IN POWER.

Now it is desirable that we should warn those who put too much faith in representative government—that the granting of their desire would bring no millennium. The Constitutional Reform Association of Hongkong makes smaller headway than it might do because men of savvy realize that the real evil is not in the system of government so much as in the nature of men. If we had reform to-morrow, they say, Hongkong would still be in the hands of the same class of men, and we—the thoughtful, the open-minded members of the community—would be no better off. There is a pigheadedness that seems to seize men who are put in possession of power.

That is true, and that is why representative systems are considered better than bureaucracies, for what they confer upon the people is not true representation—never that—but the power to take back the power that is making their misrepresentations pigheaded. The theory is that the consciousness of the possible result of failing to please the electors makes the men in power more reasonable. So it might, if they did not take steps to get a certain security of tenure, by making elections expensive and troublesome.

A glaring instance of pigheadedness in a representative administration is provided by Shanghai. In its wildest dreams the Hongkong Constitutional Reform Association has never conceived the possibility of making our legislative council as representative (in the technical sense) as the Shanghai

Municipal Council is. And this is what happened. The elderly kindergarten that runs Shanghai was smitten with that form of energy which locks the stable door after the horse is stolen. It thought that the power to control and muzzle the Press would be useful, as indeed it would. Any future unpleasantness it could promptly nip in the bud if it had the power of a military censor, which is practically what it asked for. Unpleasantness is anything that makes trouble for the administration. The proposal, as our readers know, was met by protests from the public. We showed that it wasn't so much what it threatened to do that was objectionable as what it would have the power to do. We now submit that the same pigheadedness shown in acquiring the extra powers would be likely to abuse those powers whenever the time came. They actually drummed up the Japanese vote to carry their proposal at the ratepayers' meeting. The Japanese, notoriously indifferent to or ignorant of the democratic liberties that are safeguarded by a free Press, believing that the proposal was aimed only at the Chinese vernacular Press, and remembering how anti-Japanese that Press was, very willingly did what they were invited to do. Their vote enabled the pigheaded Municipal Council to get their own way. Here in Hongkong, a class vote could be manipulated in the same way if we had it. If we could always have a governor as reasonable as Mr. Severn, and if we could get the officials to be a little less godlike and more human, we would "rat" on the Constitutional Reform Association and denounce it as a bunch of Bolsheviks. There's the "if," unfortunately. The public really does need its Reform Association and its *China Mail* to keep certain ideals in the forefront. Liberalism shall not die, though the forces of reaction do their worst, and predatory cliques and classes and arrogant Bumbledom fight hard and fight meanly and understandedly. Let us not be misundoubtedly. We do not say, we never have said, that modern Hongkong has not a good government, as governments go. We do not agree with three-quarters of the criticisms of Sir Henry May for instance. We object to arrogance (which a banana skin can bring low) and pigheadedness (which a microbe can cure permanently). The pigheadedness of the (representative) Shanghai bosses is fortunately to be snubbed by the consular or diplomatic powers above them. The vote it secured in such a questionable way is to be vetoed. In a way it is a sorry sidelight on the worst weakness of democracy. In another it is a reminder that there is always the Higher Up. Our Higher Up is enlightened Public Opinion. Aufklarung.

REAL PEACE.

It is quite safe to say that far more than our conspicuously successful celebration, the thing that has brought peace home to the commercial community of Hongkong is the release of the cable service from censorship. With his code a merchant can do something to get business. He can take chances, and average his telegraphic costs, and earn the just rewards of enterprise and ingenuity. With costly plain language telegrams he was handicapped in more than one way. It wasn't only the telegraphic charges, though these were serious enough in deals of doubtful profit. It was that sometimes he could not risk such revelation of office secrets. It was, strangely enough, that he could not express himself so clearly. Anyway, we can congratulate the relieved businessman heartily, for we are all interested. When they are doing well, we are all doing well.

There are several other ways in which peace could be "brought home" to us, if we could but persuade the official limpets to let go the extra powers and positions which the war gave them. The real reason for retaining the censorate so long was their desire to retain the emoluments thereof. Nothing will persuade us otherwise. It was natural, of course, and we cannot blame them as individuals, but we must protest in the public interest when the public is inconvenienced for such an insufficient reason.

About passports we are less dogmatic. The King has bidden us loyally observe the peace, and theoretically that means that we should not persist in our determination to keep out the Germans. But if the people still feel that way, the people are (or should be) entitled to decide, king or no king. Very well. If the retention of the passport system long after the war enables the people to keep out the Germans, and the people want them kept out, it is not much use grumbling about the passport nuisance. We are all travelers, more or less, and we all detest the things, but we are all willing to choose the lesser evil.

That, however, does not cover the Pass Office. By the Pass Office we mean the office which harasses those already admitted to—and inside the Colony. Why, when we move from one hotel to another, must we tell the Police, under penalty for neglect? It is an irk that ten years of war would not have got us used to. It is so un-British, so like the ways of the "lesser breeds without the law." We want to look upon our local police as all honest people regard the London "bobby"

—as a benevolent friend and protector and helper, not as a German Bumble. If you go to spend a week-end with German friends, the first thing your hostess must do is to notify the police, and tell them all about you. At least, that was so before the war. If a German "moved house," he had to tell the Police. The principle was that every person was a rogue until he proved his innocence. In Hongkong, this tomfoolery that requires us to notify every change of address may have been a war-time necessity, though even then it must have worried loyal citizens. Now that peace has come, we cannot realize it fully, because of such petty interferences with our liberties. Why do they hang on to it so? Does it make any difference to their pay? Or is it pleasant work than catching armed robbers? Or is it just pigheadedness? Or inertia? Whatever it is, for the Lord's sake let common sense come in, and drop these pinpricks. All our lives we have been encouraged to boast that Britons never, never, never would be slaves. There was no suggestion that we were in danger of being bought and sold. Our boast meant that as Britons we were free from little worries like that, free from bureaucratic tyrannies and arrogances. Not only are we losing the true flavour and relish of peace by reason of the local official attitude; we are in danger of becoming as sheepish as the Germans were. Is the fine British spirit to be lightly relinquished? Not if we know it.

Mr. Franks at the Reserves meeting said "As regards the amendment by P. C. Gerkin I absolutely refuse it. You may call me arbitrary, a martinet or an autocrat—I don't care."

But we do care. We don't say that we would have felt like answering this line of talk, addressed to Britons by a British public servant, with lethal weapons—because we have a sense of proportion. Yet if tolerated, it is the thin end of a wedge whose entry we should have to resist eventually by force. The proper answer to it would have been a roar of laughter, and perhaps a ribald "cock-a-doodle-do."

What we said before of Mr. Franks we say again. Like several other local officials—some of whose names we have had occasion to mention in censure before—his fault was an exaggerated notion of his position. We said he was more the official than the chairman at that meeting, and that instead of asking a seconder for a resolution, he proceeded to jump on it before it was properly before the meeting. As a matter of fact we had the extraordinary incident of the proposer himself doing what Franks should have done, and asking for a seconder! There is no temptation to squabble over details, however. The purpose of our complaint was that there was an example of a bureaucratic indulging in an attitude we are out to check and thwart, an attitude so repugnant to our racial sense of what is becoming in a public servant that we are surprised to find any Briton not in hearty agreement with us.

CORNER IN SUGAR.

By general consent in the last year or so a profiteer is an undesirable person. At Home the Government has dealt with him at law in two ways without animus or any real desire to obliterate him. The taxation of "excess profits" was motivated by the need for revenue rather than by any idea of preventing them. The control of food prices was motivated by the desire to pacify the protesting consumer and keep him in the mood to win the war. Except in so far as the conduct of the profiteer was calculated to embarrass the government, it is doubtful if there was any moral resentment against him. Speaking loosely, everybody seems to regard the profiteer as a product of the war. He may be called a discovery of the war, if you like, but he is older than the war. He is at least as old as the Old Testament, which has a special curse for him. The war created difficulties which naturally affected public needs, and war profiteers merely took advantage of opportunities they did not themselves make. We doubt if it was fair to denounce them as unpatriotic. Very few businessmen would refuse such chances, seeing they came with the ordinary haps and chances of trade. But a "corner" in foodstuffs, though it is "business" and quite legal, is a proposition on which the public needs to acquire an enlightened moral opinion. The local men who have been speculatively cornering sugar are probably a mixture of the profiteer—who seizes an opportunity that fortune offers, and of the scoundrel who himself makes the opportunity. "Corners" in

foodstuffs, common long before the war, ought to be made criminal. Legislators everywhere are too busy, making irritating little ordinances that could be dispensed with, and here is a law which the commonsense of mankind universally cries out for. In the world now being reconstructed, a speculator in staple foodstuffs should be treated as one of the worst and most dangerous criminals, to be dealt with summarily. The great American people, to whose better political ideals we owe so much, might set the example by eliminating "corners" from legitimate commerce. A "corner" in the share market is a gamble, and quite fair, since all gamblers at the outset concede to others the right to beat them if they can. There is no need to gamble, any more than there is need to scale the Alps. The real reward is the pleasurable excitement of the risk. But corners in foodstuffs are not gambling, they are robbery. The consumer has no chance and no pleasant thrill. His necessity is the "certainty" on which the decent gambler must not bet.

LOCAL AND GENERAL.

A full report of the Peace Celebrations will appear, with other local news, in the *Overland China Mail* on Saturday. As there will be only a limited number of copies printed, those who require the *Overland China Mail* should send their orders at once.

Today's dollar is worth 3s. 7 3/16d.

The C. P. O. S. s. "Monteagle" was delayed at Vancouver till July 11 owing to a strike of longshoremen.

The Admiralty has prepared a list of 70 German officers, including Admiral Von Tirpitz, who will be tried for crimes at sea.

On July 20, four cases of opium were found on board the Indo-China S. N. Co.'s s.s. "Kwongsang," on her arrival at Shanghai from Hongkong. No arrests were made in connection with the attempt to smuggle it into the port.

Paying one of the biggest excess profits taxes assessed, a foreign corporation doing business in the United States, the Nippon Yusen Kaisha has forwarded a cheque for \$2,941,000 to the Internal Revenue Dept. of America.

Information has been received by the United Kingdom Pilots' Association that, at the suggestion of the Admiralty, the Board of Trade has decided to apply the recently established rule when licensing pilots under which the master of a British ship must be British born and the son of British subjects.

Captain J. Stewart, formerly commodore captain of the Apar Line, being in command of the s.s. "Japan" which calls at Hongkong regularly, and who retired soon after the fleet was handed over to the B.L.S.N. Co., died at Home recently, leaving personal estate valued at £13,000.

A record shipment of silk—4,800 bales, valued at £13,850,000, was shipped in the Messageries Maritimes s.s. "Nera," which sailed from Shanghai on July 16. In addition she carried gold bullion valued at £1,000,000, consigned to the Paris office of the Banque Industrielle, and 300 tons of general cargo loaded here.

Further details of the fracas on the "s.s. Rotorua," when the salt coolies at Kiukiang attacked the crew and took charge of the vessel's fore-deck until a Naval party arrived, show that the coolies looted the vessel of everything movable on the fore-deck, stealing the ropes and blocks, chickens out of the hen-coops and even the sailors' clothes out of the forecabin.

The additional pay to be given to engineers in motor vessels from 1,000 to 3,000 tons gross will be as follows: Chief engineer, £4; second, £3; third, £2; fourth, £1; fifth, nil. These amounts are over and above the National Maritime Board standard rates for cargo steam-driven vessels. They are to be additional to the special percentages given to engineers on oil-tank vessels where payable for carrying oil, such percentages to be calculated on the standard rates of pay for steam-driven vessels.

Under the new conditions the China Squadron will have a greater area to patrol than ever had in modern years. The waters formerly looked after by the North Pacific Squadron, and more lately by a couple of gunboats, with base at Esquimalt, B. C., will be patrolled by the China Squadron, thus practically extending from the Pacific Coast of America, above the Equator to the borders of Burma, or some 80 degrees of latitude. As heretofore the Southern Divisions of the Squadron will be based on Singapore, and the Northern Divisions on Hongkong, with coaling stations at Weihaiwei, etc. The East Indian Archipelago, the Ladrone and Caroline groups of islands and the Marshall Islands in the Pacific will be included in the Station.

LOCAL AND GENERAL.

To-day's return shows two cases of plague and two of enteric.

The P. & O. s.s. "Nagoya" from London, due here at 6 a.m. on Saturday, brings a mail from Home.

The s.s. "Haiyang" (Captain Passmore) cleared for Singapore to-day. She takes 1,400 tons of general cargo.

The C. N. s.s. "Yuhu" (Captain Partridge) came from Malta and Tiliatip with 2,230 tons of sugar for the Taikoo Sugar Refinery.

The C. N. s.s. Luchow (Captain Morse) arrived from Bangkok and Hoikow this morning with 1,200 tons of teakwood and salt.

Brigadier General A. B. Hubbard, C. M. G., D. S. O., is returning to Kuala Lumpur. His son Gordon has just passed first out of Dartmouth.

The s.s. "Teau" (Captain Scott) cleared for Shanghai to-day with 1,500 tons of general cargo for Shanghai. She carried 50 European passengers.

The M. M. s.s. "Andre Lebon" from Marseilles and Haiphong arrived at 8 a.m. this morning. She brought a large number of cabin and deck passengers.

Mr. R. A. Ponsomby Fane, Private Secretary to the Governor, has been unwell of late and is going to Japan for holiday. He leaves during the first week in August.

Captain S. Smith, M. S. V. R., and Major W. Sime, Malacca Volunteer Rifles, are gazetted as receiving the O. B. E. (Military Division), and Captain A. R. Dupuis Brown, M. S. V. R., the M. B. E.

It is understood that some twenty line battalions are being got up to strength as rapidly as possible to relieve certain Territorial battalions in the East and Far East. Some of these battalions have been over four years abroad without any relief.

Lieut. D. P. Henderson, Mr. H. T. Weisbrod and Mr. C. T. Weisbrod were passengers here by the Yingchow yesterday. The Yingchow (Captain E. B. Simons) came from Tsingtau and Swatow and brought over 1,000 tons of general cargo and 187 deck passengers.

The Indo-China S. N. Co.'s s.s. Fooksang (Captain T. A. Mitchell) arrived from Calcutta yesterday afternoon. The Fooksang brought 1,300 odd tons of pig iron and general cargo for other ports and 1,690 for Hongkong. She brought 186 Asiatic passengers.

The pupils of Ellis Kadoorie School will hold their peace celebration in their School Hall to-morrow. There will be a Chinese play (lasting four hours), a dinner (lasting two hours) and an address in Chinese by the Hon. Mr. Lau Chu Pak and a flashlight photograph by Mee Cheung.

A new word recently met in a newspaper article shows how language grows, but not how it should grow. The "Ententophil" direction of Koltchak's policy was mentioned. This hybrid product of a French and Greek liaison is not pretty. "Philentente" would have been no better. "Pro-entente" would have been worse. How would you express the thing?

With regard to the sale by the Hongkong Land Investment Company to the Bank of East Asia of the block of buildings occupied by the *Hongkong Daily Press*, Robinson Biano Company, and other business concerns, one of the firms has a lease which does not expire till October 1920, so it is unlikely there will be any rebuilding there for some years to come.

The P. & O. Company has purchased the Linthouse shipbuilding yard on the Clyde belonging to Messrs. A. Stephens & Sons. This is one of the most famous shipbuilding yards on the Clyde and its acquisition should mean the P. & O. being possessed of boats of the most modern type. In pre-war years most of the P. & O. boats were built by Caird and Co., Greenock, whose yard in fact was practically monopolised by P. & O. work. This yard has now been acquired by Harland and Wolff, who have made big extensions.

On December 31, 1918, there were 2,347 miles of telegraph and telephone line, and 11,531 miles of overhead wire in the F.M.S. of which 8,844 miles were telephone wires. In addition, there were 26 miles of underground telephone cables, containing 2,433 miles of wire, single line. These figures include 1,122 miles of telephone wire maintained by the Posts and Telegraphs Department for the police, but do not include the wires maintained by the Railway Department for their own use. The Post and Telegraphs Department also owns 242 miles of telegraph wire in Johore.

HIGH RICE PRICES.

GOVERNMENT MAKES ALLOWANCE TO CHINESE EMPLOYEES.

The high price of rice has caused the Government to consider the question seriously. Besides instituting the Government sale of rice scheme, of which Mr. Hutchison is in charge, they have had to consider the wage scale of their lower paid employees.

As a first measure the Government has approved of an allowance of \$2 a month to all employees drawing \$20 a month or less.

The Government hopes to have its scheme of the sale of cheap rice working by August 1. It intends to sell as cheaply as possible. The price will depend on its purchases in Saigon. Unfortunately the exchange there is high.

A *China Mail* reporter found a storekeeper furious at the tactics of the rice market operators. He averred that in Macao and Canton rice is sold at 15 cents a catty against 25 cents a catty in Hongkong. He blames the big exporters to Japan. (There is a single shipment to Japan of 4,000 tons to-day we understand). He says Saigon and Siam rice should be cheaper here than in Canton or Macao. He is longing for the Government scheme to begin. The *China Mail* learns that the Government is hedged about with difficulties and would, were people not to expect too great a reduction, at any rate at the starting of the scheme.

SUGAR. The price of sugar affects the European housekeeper more than the price of rice does. The price of sugar has gone up tremendously. It is now retailed at 20 cents a pound, while a 5 lb. tin of cube sugar is being sold at \$2! This is a big increase and can surely not be justified. Some wonder whether prices went up because one of the local refineries was shut for 10 days due to peace celebrations and non-arrival of cargoes of raw sugar?

The sugar that is now selling for 20 cents was retailed at 12 cents a short while ago. We have not succeeded in getting evidence of a sugar "corner," although such an operation is freely alleged.

CIVIL SERVICE PAY.

HAS NEW GOVERNOR NEW RATES WITH HIM?

The Civil Service men are anxiously awaiting news of their increase of salary as a result of the recent commission on Government salaries generally. We understand the very low orders were recommended for as much as 50% increase tapering down to about 10% for others. Some of the highly placed officials were considered to have enough of this world's goods and are not recommended for an increase. The Government have no information and the idea is prevalent that the new Governor brings the Colonial Office's decisions in his pocket.

The Government are still without news of the actual departure of Sir R. Stubbs for Hongkong. All they know is he was to sail soon after July 7.

STOWAWAYS.

Before the *Fook Sang* arrived in this port from Singapore, four Chinese who were found on board, were asked by the chief officer for their tickets. They had none. They were brought up before Mr. Lindsell to-day and charged with being stowaways. It turned out that the quartette had paid \$64 to someone on board in lieu of the legal passage which was \$92. Defendants upheld that they were told they could travel without tickets, and on that admission were found guilty and fined \$20 each, or in default to undergo three weeks in jail.

HONGKONG THEATRE.

The 5th & 6th episodes of the "Moon Child" will be screened on Saturday during the Matinee and at 7.15 show. Saturday night "The Fall of a Nation," written recently by Thomas Dixon, in 7 parts will be screened. The story is full of interest and will surely bring a large house, as many tragedies and comedies will be introduced. The protagonist of the play is Leila Frost in the role of Virginia Holland, the heroine of the story written as a lesson to America on "Preparedness." Theatre lovers should not miss this magnificent film. New comics and comedies will be shown at intervals.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale By All Chemists and Druggists.

CANTON PROPERTY SALE.

BIG PURCHASE BY JARDINES.

We understand that Messrs. Jardine, Matheson & Co., Ltd., have recently purchased the godowns of the Hamburg Amerika Line at Canton for \$475,000.

The reserve price was only \$150,000 but competition was so keen that the godowns went for the price mentioned.

The godowns are at present occupied by Messrs. Reiss & Co. and will not be available to Jardines until the end of the year.

HELPING THE BRITISH AND FRENCH BLIND SOLDIERS.

THE OPENING OF THE FRENCH WAR PICTURES.

The exhibition of the artists of the war will be officially opened in the City Hall (St. Andrew's Hall) to-night at 8 p.m. with the presence of H.E. the Officer Administering the Government, H.E. the General in Command of the Troops in South China, and the French Consul who have kindly given their patronage to the artistic and charitable manifestation.

Everybody is invited. The exhibition will be open to-night from 8 to 10 and thereafter until the 28th inclusive from 10 to 12 a.m. and from 4 to 8 p.m.

The admission fee will be of \$1 for the first day as well that for the following days.

All works on exhibit are originals and reproductions are for sale at very reasonable prices given by the artists themselves.

The net proceeds will be divided between British and French blind soldiers' fund, expenses and authors' royalties deducted.

We have no doubt that all generous Hongkongers will be in big crowds at the City Hall to pay their tribute to the artists of the war and to those who have saved the world and the most unfortunate victims of the great war, "The Blind Soldiers."

THE WAR PICTURES.

St. Andrew's Hall was transformed into a regular Art Picture Gallery this morning when the paintings—original or otherwise—of several of the most renowned war artists were exhibited. H.E. the Governor, the Hon. Mr. Chund Seven, paid an unofficial visit to the gallery at 12.30 p.m. and spent the best part of an hour inspecting the pictures, all of which are for sale in aid of French and British blind soldiers. The pictures which are numbered and placed in sections around the hall are by Dieckmeiers, Steinlen, Poulot, De Groux, Abel Darin, Poulin, Jonas, Bernouard, Berné-Bellecourt, Geo. Scott, Hansi, Marechoux, Dismar, Dauphin, Col. Requin, Broquet, Gsell, Chateaux, Kan and Peter. To the collection which numbers 362 exhibits Berné-Bellecourt contributes 120 studies in black and coloured. Of this number, 114 are lithographic reproductions and 12 originals.

Van Belduyn-Hollweg and the Trunk, "Seduction," 1915, "Eco-Homo," "The Neutral," "God will punish England," "England and Belgium," "The Crime of the Submarine," "Lusitania," "After the Murder of Miss Cavell," "After the Murder of Miss Cavell," "The Tomatoes," and "In Belgium," are the titles of some of the best known of this artist's pictures and should fetch high prices from art lovers visiting the exhibition this evening. Another famous artist who has a large contribution to the exposition is Steinlen whose pictures numbered 57 besides a series of studies in albums of 18 each. Of the collection, "The Wounded," "Study of Victory," "The Glory," "For the Soldier's Daughter," "The Call of the Republic," "Good Bye" and "Without Family," call for special attention. The other pictures deserving special mention are Poulot's "There is her hand," "Company, stop!" and "Mamma, Kamade! Kamade!" De Groux's "The Farewell" and "Bleeding Cortège," Abel Puzin's "The Head of the Army," "Gallieni," "Defender of Paris," and "A Victory," Renouard's copper engraving "The Val de Grace," Jonas's "What do we fight for," "Shelling of an Ambulance," and "The Revenge."

There is also on exhibition some antique pictures by Italian artists.

Mr. M. W. Lo, the well-known local solicitor came back to the Colony from England to-day by the "Andre Lebon." Mr. and Mrs. Lo Cheung Shui, father and mother of Mr. M. W. Lo returned by the same steamer.

HONGKONG TENNIS LEAGUE.

C.R.C. THE CHAMPIONS.

At the K.C.C. courts yesterday the C.R.C. "A" team defeated the K.C.C. "A" team easily by 37 games. This result gives the C.R.C. team the championship. They have won every match played, defeating every team in the league and unmistakably demonstrated their superiority. The scores of yesterday's match follow:—Ng See Kwong and Wong Po Keung, C.R.C. beat E. Abraham and O. R. Benson, 10-1, beat L. J. Blackburn and C. W. Jeffries, 8-3, beat G. Manley and C. Stapleton, 9-2. Wong Po Kie and Lo Man Pan, C.R.C. beat Abraham and Benson, 8-3, beat Blackburn and Jeffries, 8-3, beat Manley and Stapleton, 7-4. Yew Man Tsun and Hung Man To, C.R.C. beat Abraham and Benson, 6-5, Blackburn and Jeffries, 9-2, lost to Manley and Stapleton, 3-8. Totals:—C.R.C. "A," 68 games. K.C.C. "A," 31 games.

C.R.C. "B" v. WIGWAM.

At the Wigwam Club Courts yesterday, the visitors scored an easy win by 67 games to 32.

C. R. C. "AT HOME."

The annual "At Home" of the Chinese Recreation Club is expected to take place on August 2. Every year, this "At Home" takes place, and in recent years the champions have played "The Rest" of the tennis league on this occasion. Saturday August 2, will therefore be a day on which to visit the lovely grounds of the C. R. C.

THE TAIPIING TIGER.

SURPRISES EUROPEAN LADIES IN A BUNGALOW.

Few people have the exciting and terrifying experience of looking up from their writing table and finding on the mat beside them a live and ferocious tiger. Yet that such a sensational incident actually occurred at Maxwell's Hill on Tuesday night July 8 is the signed statement, says the *Times of Malaya*, made by five European ladies who were staying at the Methodist bungalow. The Nest, whilst others have been led to having seen the footprints of the tiger.

According to the story of Miss N. B. Craven, which is corroborated by Misses N. I. Moore, E. M. Parkinson, G. N. Shilling, and E. S. Cass—about 9.30 p.m. on Tuesday she was writing at a table between the fire place and the open door facing the door. Opposite her with her back to the door was Miss Parkinson. Misses Moore and Shilling were writing at tables in the room with their backs to the door. Hearing a slight movement Miss Craven looked up and there on the mat by the side of Miss Parkinson's chair she saw the head of a tiger, so close that Miss Parkinson could have touched it if she had it out behind. Miss Craven screamed, and Miss Parkinson looking downward saw the tiger as it turned to spring out of the door, whilst Miss Shilling saw its back as it disappeared. In the morning one fairly good footprint was found six feet from the lowest step, one faint footprint half way down the front path and a clear footprint at the bottom of the path.

WHITEAWAY LAIDLAW AND COMPANY.

At the annual meeting of Whiteaway Laidlaw and Co., Ltd., Mr. Mence Wilkinson, presiding, said that their branches in Burma was not quite so fortunate, but the current year already showed improvement. As to Ceylon, the shareholders would not be surprised to hear that the interference with the large passenger traffic from China and Australia, which made Colombo one of the principal ports of call was badly felt by the branch there. In spite of this, however, the returns at Colombo were ahead of the previous year, and general business in the island could be considered satisfactory. Passing on to the F.M.S., Straits Settlements and Siam, it was a fortunate circumstance that their business was being conducted in the fine modern premises recently built at Singapore, Penang and Ipoh. In spite of the depressed condition of the rubber industry, trade had shown satisfactory progress. The directors had recently purchased a commanding site at Taiping, in the F.M.S., and proposed to build suitable premises to replace the out-of-date accommodation in which business had been carried on there during the past few years. With regard to Siam, their new building at Bangkok was opened on March 31 by His Royal Highness the Prince of Nakorn Sawan, and the trade reports received from the manager were most satisfactory.

CRAMP COLIC.

NO need of suffering from cramps in the stomach or intestinal pains. Chamberlain's Colic and Diarrhoea Remedy never fails to relieve the most severe cases. Get it now, for it will be no time to send for it after the attack comes on. For sale by All Chemists and Storekeepers.

A LOCAL MILITARY MATTER.

PEACE CONDITIONS WANTED.

A large number of the senior ranks of the British Forces here had been rather anxiously awaiting the signing of peace, expecting it would bring back peace conditions.

Before the war plain clothes were worn in Hongkong by the military under certain conditions. Those of the rank of Sergeant and upwards could wear plain clothes when off duty. Other ranks could do so by obtaining a special pass. The King's Regulations provide for this.

The war broke out and quite naturally the G.O.C., Major-General F. H. Kelly, suspended the privileges, both for Officers and everybody else. Later this was modified by allowing Officers and Warrant Officers, Class I, to wear plain clothes in the afternoon for recreation.

Now the pre-war conditions have been restored. But to Officers only! The pessimists in the ranks are (at present) able to say "I told you so." They have been saying all along "The people here now, won't give us back permission to wear plain clothes if they can help it. They are too fond of wearing uniform themselves."

We shall see. If the General is of opinion that circumstances admit of allowing the officers this right, we do not see how he can justify withholding it from the others who had it in pre-war days.

Certain members of the garrison say the weather is hotter than any summer they recall and for this reason would like the restoration of pre-war conditions as regards the wearing of plain clothes to come into effect with as much speed as the military machinery is capable of.

This war was said to be for democracy. It promised army reform, and better consideration for the "common" soldier. The old-fashioned "Prussian" officer was to be abolished. Why this department from pre-war precedent? Does it mean that a certain type of Hongkong army officer is still determined to "rub it in"? If so, we warn him. It will not pay.

MURDER?

INDIAN GUNNER FOUND DEAD.

The Police report that the dead body of Gunner Deliah Khan, H.K.S. R.G.A., has been picked up in King's Park, near the Western Nullah. It is now in the Kowloon Mortuary. Murder is suspected.

THE FRENCH CONSUL.

By the "Andre Lebon" to-day, M. Reau, the French Consul-General returned from Marseilles having completed his holiday.

He takes up his post here from M. Hauchecorne, who will shortly leave for another post in China, probably Shanghai.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY, July 26, 1919, commencing at 11 a.m., at his Sales Room, Duddell Street.

18 cases Assorted Confectionery (in fine condition).

Terms: Cash on delivery.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, July 24, 1919.

NOTICE TO CONSIGNEES.

THE Steamship

"DACEE CASTLE"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to sale.

All claims against the steamer must be presented to the Undersigned on or before the 11th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m. by Messrs. Goddard & Douglas Surveyors.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO. LTD., Agents.

Hongkong, July 24, 1919.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE CENSORSHIP OF RADIO-TELEGRAMS will be abolished as from mid-night 23rd-24th July, 1919. After that date Radio-telegrams can be sent in plain language, code language, or cypher.

POSTMASTER GENERAL.

Hongkong, July 24, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

FRIDAY,

July 25, 1919, at 10.30 a.m., at their Sales Room, No. 8 Des Voeux Road, Corner of Lee House Street.

A number of Eggs, Salted and pickled Herrings in kegs of 10 and 5 lbs each.

The above goods have only just arrived.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, July 24, 1919.

(For Account of the concerned), on

THURSDAY,

July 31, 1919, at 10.30 a.m., at No. 2 Canton Villas (ground floor), Kimberly Road, Kowloon.

Valuable Household Furniture, etc., etc., therein containing

including ELECTRIC FITTINGS and FANS.

(Full Particulars from Catalogue).

On view day of sale.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, July 24, 1919.

BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Colic and Diarrhoea Remedy needs no glaring headline to attract the public eye. The simple statement that all chemists sell it is sufficient, as every family knows its value. It has been used for forty years and is just what its name implies. For sale by All Chemists and Storekeepers.

HONGKONG THEATRE.

July 26, 27, 28 & 29
at 9.15 p.m. Performance.

Showing:—

"THE FALL OF A NATION"

In 7 parts . . . 7,000 feet.

The most Stupendous, Amazing Film
Production in the World's History.
Written by Thomas Dixon

Featuring

VIRGINIA HOLLAND.

SATURDAY MATINEE &

7.15 P.M. PERFORMANCE

Showing:—

5th & 6th Episodes of

"THE MOON CHILD."

Prices as Usual.

Book Your Seats Early.



NOTICES.

WE HAVE SEVERAL SHAPES
IN GENTLEMEN'S

WHITE CANVAS SHOES

WITH LEATHER & "ARMORTRED" SOLES.

"ARMORTRED" SOLES ARE FLEXIBLE—
WATERPROOF—NON-SLIPPING AND
VERY HARD WEARING

SHOES \$10.50—BOOTS \$11.50 per pair.

"KEDS"

A LIGHT AND DURABLE SHOE IN WHITE
CANVAS WITH WHITE CORRUGATED RUBBER
SOLES FOR TENNIS AND OTHER GAMES.

ALL SIZES \$3.75 per Pair.

LANE, CRAWFORD & CO.

NEW COLUMBIA RECORDS.

A 5930 {POOR BUTTERFLY ...
YOU AND I ...
A 6029 {JUST A BABY'S PRAYER ...
SOME NIGHT ...
A 6062 {WHILE THE INCENSE IS BURNING ...
TRES BIEN ...

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

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BRITISH AMERICAN TOBACCO CO.

For Constipation, Liver Disorders and
Bilious Complaints
Relieves
GOUT and RHEUMATISM
and prevents
INDIGESTION.
AQUAPERIA.
A BRITISH
APERIENT
MINERAL WATER.
BOTTLED AT
HARROGATE SPRING, ENGLAND.
FOR SALE AT THE COLONIAL DISPENSARY,
14, Queen's Road, Central. Telephone No. 1877.

BURGOYNES Pty., Ltd.

SPECIALLY SELECTED BURGUNDY.

WINE GROWERS TO
H. M. THE KING.

Note the Great Reduction in Price:
Burgundy Reserve per case-1 doz. Quarts duty paid, \$20.
2 doz. Pints " \$21.

SOLE AGENTS,

GANDE, PRICE & CO., LTD.

WINE MERCHANTS,

Tel. No. 132.

4, QUEEN'S ROAD, CENTRAL.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, OCEAN, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR
MARSEILLES & LONDON.
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"DILWARA"	27th July	with transshipment 29th September	at Bombay 7th October
"NAGOYA"	28th August		

S.S.	Leave Hongkong about	Due Bombay about
"DILWARA"	27th July	14th August

S.S.	Leave Hongkong about	Due Calcutta about
"DILWARA"	27th July	14th August

S.S.	Leave Hongkong about	Due Yokohama about
"DILWARA"	27th July	14th August

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, &c. apply to—
"P. & O. STEAMSHIP CO., LTD." 10, MARK LANE, LONDON, E.C. 3.
Or, 25, D'ARCY ROAD, HONGKONG.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN, KAISHA)

FOR VANCOUVER AND SEATTLE.

Space and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

SAILING cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CAIRO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES
Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEAS MAIL S.S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA PORTS:	HOKUTO MARU	on 27th July.
For JAPAN PORTS:	BANRI MARU	on 28th July.
	BORNEO MARU	on 28th Aug.
	HOKUTO MARU	on 9th Sept.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP	Monthly direct service via Singapore and Port Said.
AMAZON MARU	Tuesday, 12th August.
ALPINE MARU	Friday, 23rd August.
GENOA & BOMBAY	Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.
BUEENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.	
HAWAII MARU	End of July.
BOMBAY COLOMBO	Regular fortnightly service via Singapore.
INDUS MARU	Friday, 25th July.
KASADO MARU	Wednesday, 18th August.
SAIGON, BANGKOK, SINGAPORE	Regular monthly service.
UNNAN MARU	Friday, 1st August.
SYDNEY, MELBOURNE	Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.
VICTORIA, VANCOUVER, SEATTLE, TACOMA	Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.
AFRICA MARU	Monday, 18th August.
JAPAN PORTS—KOREA	
BUREMA MARU	Thursday, 21st July.
KEELUNG, TAKAO via SWATOW, AMOY	
SOHBU MARU	Thursday, 21st July, at 9 a.m.
For KEELUNG via SWATOW and AMOY.	
KANJO MARU	Sunday, 27th July, at 10 a.m.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.
Tel. No. 744 & 745.

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAYFOR ALL INFORMATION APPLY TO
DODWELL & CO., LTD., QUEEN'S
BUILDINGS, HONGKONG, OR
KAILAN MINING ADMINISTRATION.

TIENTSIN, NORTH CHINA

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	SHANGHAI	TO	DATE
SHANGHAI & TSINGTAO	Yinchoow	July 24, at 5 p.m.	
HOIHOW, PAKHOI & HAIPHONG	Raidong	July 24, Daylight	
WEIHAIWEI, CHEFOO & TIENTSIN	Huichow	July 24, at 10 a.m.	
SHANGHAI	Suichow	July 27, Daylight	
SWATOW & BANGKOK	Luchow	July 29, at 11 a.m.	
SHANGHAI	Suichow	July 30, at 4 p.m.	
MANILA, CEBU & ILOILO	TAKING	Aug. 3, at 5 p.m.	

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent
Saloon accommodation and ships. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between (Yantai, Hongkong, Shanghai
(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woung.BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

TO	DATE
SINGAPORE & PENANG	THURSDAY, July 24, at 5 p.m.
HAIPHONG, via HOIHOW	FRIDAY, July 25, at 9 a.m.
MANILA	LOONGSANG, FRIDAY, July 25, at 3 p.m.
SHANGHAI	HANGSANG, SATURDAY, July 26, Daylight
YOKOHAMA & KOBE	YOKOHAMA, SATURDAY, July 26, Daylight
SHANGHAI	KWONGSANG, SUNDAY, July 27, Daylight
STRAITS & CALCUTTA	OKSANG, TUESDAY, July 29, at 9 p.m.
YOKOHAMA & KOBE	YOKOHAMA, TUESDAY, July 29, at 3 p.m.
MANILA	YUNGSANG, TUESDAY, July 29, at 5 p.m.
YOKOHAMA & KOBE	KUMSANG, SATURDAY, Aug. 2, at 5 p.m.

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta
via Singapore and Penang.
Sailings from Calcutta: steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light
and have excellent & fully equipped barges.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill Lading
are issued to all Western and Yangtze Ports.MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation; sailings from both ports every Friday.HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Swatow and Bangkok.BOMBAY LINE—One sailing per month between Hongkong and Sandakan by a steamer having
up-to-date accommodation for passengers.SINGAPORE LINE—A weekly service is run from March to October between Singapore and
Swatow, calling at Penang and Chong.Under Straits Settlements Government Regulations, All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival a Declaration form with their
Photographs and descriptions signed thereon.
For Freight or Passage, apply to—
Tel. No. 515.THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.,THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

S.S. "WEST MICHIGAN"
will be despatched on or about July 18.

For SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" About August 15.
"ELDERIDGE" About August 15.
"WEST ISLAY" Late August.
"WEST THERPURN" Middle September.For PORTLAND direct.
"COAST" About August 25.
Through Bills of Lading issued to Overland Common Points.FOR FREIGHT AND PARTICULARS, APPLY TO:
THE ADMIRAL LINE.JOHN J. GORMAN, GENERAL AGENT.
Telephones 2477 & 2478.

MOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST and LUXURIOUS MAIL STEAMERS.

Steamer	Tons	Leave Hongkong
"SHIBUKAWA MARU"	30,000	29th July.
"HIYONO MARU"	12,000	13th August.
"PERIA MARU"	9,000	28th August.
"KOREA MARU"	30,000	10th September.
"NIPPON MARU"	11,000	25th September.
"TENYO MARU"	22,000	2nd October.

* Omitting call at Shanghai. * Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, BALBOA, COLON,
CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamer	Tons	Leave Hongkong
"ANTIO MARU"	18,000	Sept. 10th.
"SEIYO MARU"	14,000	Nov. 4th.
"KIYO MARU"	17,000	

These are interchangeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, Manager,
Telephone Nos. 2374 and 2375.

KING'S BUILDING.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE Steamship

"VAN WAERWYCK"

will be despatched on the 17th August to—
SINGAPORE, PENANG and BELAWAN DELI.This Vessel offers excellent Cabin accommodation for Saloon-passengers.
Wireless Telegraphy.For Freight and Passage apply to—
JAVA-CHINA-JAPAN LIJN,
Telephone No. 1574.

Agents.

SHIPPING

C. P. O. S.

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Mol), Kobe & Yokohama)

STEAMERS	FROM	DATE
Empress of Asia	HONGKONG	Aug. 7
Empress of Japan	HONGKONG	Aug. 20
Empress of Russia	HONGKONG	Sept. 4
Empress of Asia	HONGKONG	Oct. 2
Empress of Japan	HONGKONG	Oct. 15
Empress of Russia	HONGKONG	Oct. 30
Empress of Asia	HONGKONG	Nov. 17
Empress of Japan	HONGKONG	Dec. 1
Empress of Russia	HONGKONG	Dec. 15
Empress of Asia	HONGKONG	Jan. 1
Empress of Japan	HONGKONG	Jan. 15
Empress of Russia	HONGKONG	Jan. 29

FARES—HONGKONG TO UNITED KINGDOM.

"EMPEROR OF RUSSIA" Gold fare Subject to change without notice.
"EMPEROR OF JAPAN" Gold fare Subject to change without notice.
"EMPEROR OF ASIA" Gold fare Subject to change without notice.CANADIAN NEW TRAIN DE LUX
"THE TRANS-CANADA LIMITED"
Vancouver to Montreal 13-15 hours.For particulars regarding pas-
sage rates, sailings and reserves,
and for information as to the
character of ships and descriptive
literature, apply to—
J. M. SUTHERLAND,
General Agent, Passenger Dept.
Phone 124.For freight rates and through
bills of lading, via Vancouver, in
connection with Canadian Pacific
Railway to all Overland Points in
Canada and United States, also
to Europe and West Indies, apply to—
J. M. WALLACE,
General Agent.
Phone 124.

HONGKONG.

CANADIAN PACIFIC
OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in State-rooms
and Saloons. Excellent Cuisine.SWATOW, AMOY & FOOCOW
AND RETURN.
(Occupying 8 to 10 Days)LEAVING:
QUINNEBAUG Capt. Medina..... FRIDAY, 25th July, at 11 a.m.
HAIHONG Capt. J. W. Evans..... TUESDAY, 29th July, at 1 p.m.
HAIHAN Capt. A. H. Stewart..... FRIDAY, 1st August, at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSENGER apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (18,000 tons, American Registry). "CHINA" (10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" August 19th, 1919. "CHINA" September 11th, 1919.

AN UNEQUALLED HIGH CLASS
PASSENGER SERVICE.

C. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Lee House Street. Tel. 1234.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILING.

From Hongkong: Connecting with From Colombo:

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA, and STRAITS to BELRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.For dates of departure, Rates of Freight, apply to—
THE BANK LINE, LTD.,
HONGKONG AGENTS.

"ELLERMAN" LINE

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM & CONTINENT.FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.

For STRAITS SAILA.

Subject to change without notice.

THE BANK LINE, LTD.

Or to RIEBS & Co., Canton, General Agents.

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Keep in touch with local happenings
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All the News of Hongkong and the Far East.

ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE
WHILE IT AWAY.PRICE \$13 PER ANNUM, PREPAID BY POST.
CAN BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE.

CANTON AND SHANGHAI
SHIPPING.A comparison of the returns of
shipping entered and cleared at
Shanghai and Canton shows the
enormous preponderance of tonnage
at the Northern port. Taking the
last quarter of the year 1918, Octo-
ber 1 to December 31, it is seen that
the total entered and cleared at
Canton was 758,000 tons, whereas
Shanghai had a total of 2,618,000
during the same quarter.The returns tend to show the effect
of the deepwater port of Hongkong
on the shipping of Canton which lies
80 miles up a river of difficult na-
vigation and, in many places, shallow
water. Ocean going vessels, as dis-
tinct from coast ships, go to Hong-
kong only, their cargo being dis-
charged there and sent on by river
steamer or rail, whereas at Shanghai
the largest ocean vessel at present
on the Far Eastern run can come up
the Whangpoo and discharge at
Shanghai. Efforts have been made
to convert the port of Whampoo,
twenty-five miles below Canton and
an ocean port as it avoids the worst
shoals of the river, but even were
this scheme carried out, it would
have little effect on the trade of
Hongkong since Whampoo itself is
but an intermediate port with no
means of distribution, and transship-
ment to Canton would still be neces-
sary.Of the total number of vessels
entered and cleared at Canton, 148
ships of 177,000 tons were "ocean"
ships which is included coast ships
while at Shanghai the number was
1,909 ships of 2,553,220 tons. Of
the whole, therefore, 23.5 per cent.
of the total at Canton consisted of
"ocean" or coast tonnage, while at
Shanghai the proportion was 70.6
per cent. Of this total at Canton,
51 per cent was British, 15 per cent
Japanese and 4 per cent Chinese,
while at Shanghai 20 per cent of the
total "ocean" tonnage was British,
42 per cent Japanese and 20 per
cent Chinese.In the tonnage of river steamers,
Canton comes much closer to Shang-
hai, the total entered and cleared in
the last quarter of 1918 being 863
vessels of 513,000

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. **HECTOR**, due here July 28 and leaves for Shanghai and Hankow July 27.
 The s.s. **HYSON**, due here July 30 and leaves for Japan July 31.
 The s.s. **ANTIOCHUS**, due here August 8 and leaves for Shanghai and Japan August 7.
 The s.s. **TEENSA**, due here August 1 and leaves for Shanghai, Tokyo and Yokohama August 1.
 The s.s. **PERSEUS**, due here July 24 and leaves for Shanghai and Japan July 23.
 The s.s. **ORESTES**, due here August 15 and leaves for Shanghai August 14.
 The s.s. **YU MARU**, left London June 27 and is due here via Suez August 6.
 The s.s. **ALTA MARU**, left London July 13 and is due here via Suez August 14.
 The s.s. **SHIDZUKA MARU**, left London July 23 and is due here via Suez August 14.
 The s.s. **KAGA MARU**, left London Aug. 6 and is due to arrive here via Suez September 18.
 The s.s. **YOKOHAMA MARU**, left London Aug. 20 and is due here via Suez Sept. 30.
 The s.s. **LADY DUNDON**, due here August 13 and leaves for Japan August 14.
 The s.s. **YAMAMOTO**, due here August 14 and leaves for Shanghai and Hankow August 13.
 The s.s. **TITAN**, due here August 25 and sails for Shanghai and Japan August 24.
 The s.s. **NEEMEN**, due here August 28 and leaves for Shanghai and Japan August 27.
 The s.s. **INION**, due here September 4 and leaves for Shanghai and Tokyo September 3.

FROM SHANGHAI.

The s.s. **HELENUS**, leaves Shanghai July 29 and is due here about August 1.
 The s.s. **DILWANA**, left Shanghai July 22 and is due here July 25.
 The s.s. **AGATHA**, leaves Shanghai August 20 and is due here on or about August 23.

FROM JAPAN.

The s.s. **NAGATA**, leaves Yokohama August 9 and is due here August 20.
 The s.s. **ANTO MARU**, due here from Moji August 21 and leaves for South America September 10.
 The s.s. **SEIJI MARU**, due here from Moji October 24 and leaves for South America November 4.
 The s.s. **HOKUTO MARU**, due here from Kobe and Moji July 27 and leaves for Java port July 29.
 The s.s. **NILGOS**, left Yokohama July 19 and is due here August 5.
 The s.s. **AGAMEMNON**, left Yokohama July 13 and is due here July 19.
 The s.s. **DECELIUM**, left Yokohama July 19 and is due here about August 5.
 The s.s. **SADO MARU**, left Yokohama July 11 and is due here July 25.
 The s.s. **RIKIAN MARU**, leaves Yokohama July 29 and is due here Aug. 5.
 The s.s. **INABA MARU**, leaves Yokohama August 3 and is due here Aug. 20.
 The s.s. **KAMU MARU**, leaves Yokohama August 23 and is due here Sept. 2.
 The s.s. **YO MARU**, leaves Yokohama Sept. 9 and is due here Sept. 19.
 The s.s. **ATSUTA MARU**, leaves Yokohama Sept. 19 and is due here October 3.
 The s.s. **SHIDZUKA MARU**, leaves Yokohama October 3 and is due here October 17.
 The s.s. **KAGA MARU**, leaves Yokohama October 17 and is due here Oct. 31.
 The s.s. **YOKOHAMA MARU**, leaves Yokohama October 31 and is due here November 14.
 The s.s. **TAMBA MARU**, leaves Yokohama Nov. 14 and is due here via Kobe, Moji and Shanghai Nov. 23.
 The s.s. **TRINIDAS**, leaves Yokohama August 9 and is due here August 19.
 The s.s. **PERSEUS**, leaves Yokohama August 10 and is due here September 2.
 The s.s. **ATREUS**, leaves Yokohama August 2 and is due here August 15.
 The s.s. **ORESTES**, due here from Japan ports and Shanghai September 9 and sails for Europe September 10.
 The s.s. **ANTIOCHUS**, leaves Yokohama August 30 and is due here September 16.
 The s.s. **ARRATON APCAR**, leaves Kobe August 19 and is due here via Moji August 26, on route for Calcutta via Singapore, Penang and Rangoon.
 The s.s. **SHINYU MARU**, left Yokohama July 21 and is due here July 30.

FROM JAV.

The s.s. **BANRI MARU**, due here from Java ports July 28 and leaves for Japan ports July 29.
 The s.s. **BORNEO MARU**, due here from Java ports August 28 and leaves for Japan ports August 31.
 The s.s. **HOKUTO MARU**, due here from Java ports September 9 and leaves for Japan ports September 12.

FROM MANILA.

The s.s. **TYNDAREUS**, leaves Manila July 29, due here July 29 and leaves for Kobe, Yokohama and Seattle August 14.
 The s.s. **CYCLOPS**, leaves Manila Sept. 23 and is due here Sept. 24.

FROM CALCUTTA.

The s.s. **AKHILTON APOA**, left Calcutta July 17 and is due here via Rangoon, Penang and Singapore Aug. 1.

FROM SINGAPORE.

The s.s. **NAGATA**, left Singapore July 21 and is due here July 25.

FROM BOMBAY.

The s.s. **YOKOHAMA MARU**, left Bombay July 3 and is due here July 23.

FROM AUSTRALIA.

The s.s. **ST. ALBANS**, left Sydney July 9 and is due here via Queensland ports, Sanakian and Manila July 20.
 The s.s. **TANGO MARU**, leaves Melbourne July 25 and is due here via Sydney, Brisbane, Townsville, Thursday Island, Zamboanga and Manila Aug. 22.
 The s.s. **MARU**, left Melbourne Aug. 20 and is due here via usual ports Sept. 19.

FROM AMERICA.

The s.s. **TYNDAREUS**, left Seattle June 16, due here July 29 via Japan, Vladivostok and Manila.
 The s.s. **CYCLOPS**, left Seattle July 9, due here August 9 via Japan, Vladivostok and Manila.
 The s.s. **NANKIN**, left San Francisco July 17 and is due here via Honolulu, Japan ports and Shanghai August 10.
 The s.s. **COLOMBIA**, left San Francisco June 29 and is due here via Honolulu, Japan ports, Shanghai and Manila August 8.
 The s.s. **VENEZUELA**, leaves San Francisco July 25 and is due here via Honolulu, Japan ports, Shanghai and Manila September 2.
 The s.s. **SHINYU MARU**, left San Francisco June 30 and is due here via Honolulu, Japan and Shanghai July 29.
 The s.s. **PERSEUS MARU**, left San Francisco July 24 and is due here via Honolulu and Japan August 21.
 The s.s. **KORRA MARU**, leaves San Francisco Aug. 2 and is due here via Honolulu, Japan and Manila Sept. 4.
 The s.s. **SUWA MARU**, left Seattle June 19 and is due here via Japan, Shanghai and Manila Sept. 4.
 The s.s. **KASHIMA MARU**, left Seattle July 12 and is due here via Japan, Shanghai and Manila Aug. 11.
 The s.s. **FUSHIMA MARU**, leaves Seattle August 1 and is due here via Japan, Shanghai and Manila Sept. 8.
 The s.s. **MONTAGUE**, left Vancouver July 11 and is due here via Japan and Shanghai about August 5.
 The s.s. **EMPEROR OF ASIA**, left Japan July 11 and is due here via Japan ports, Shanghai and Manila July 31.
 The s.s. **EMPEROR OF JAPAN**, left Vancouver July 14 and is due here via Japan ports, Shanghai and Manila Aug. 13.
 The s.s. **EMPEROR OF RUSSIA**, leaves Vancouver Aug. 7 and is due here via Japan ports, Shanghai and Manila Aug. 15.
 The s.s. **ELISA**, leaves San Francisco Aug. 8 and is due here via Honolulu and Japan ports Sept. 3.
 The s.s. **KATORI MARU**, leaves Seattle Sept. 2 and is due here via Japan ports, Shanghai and Manila Oct. 2.
 The s.s. **EQUADOR**, leaves San Francisco Aug. 23 and is due here via Honolulu, Japan ports, Shanghai and Manila Oct. 1.
 The s.s. **IPPON MARU**, leaves San Francisco Aug. 12 and is due here via Honolulu, Japan ports, Shanghai and Manila Sept. 12.

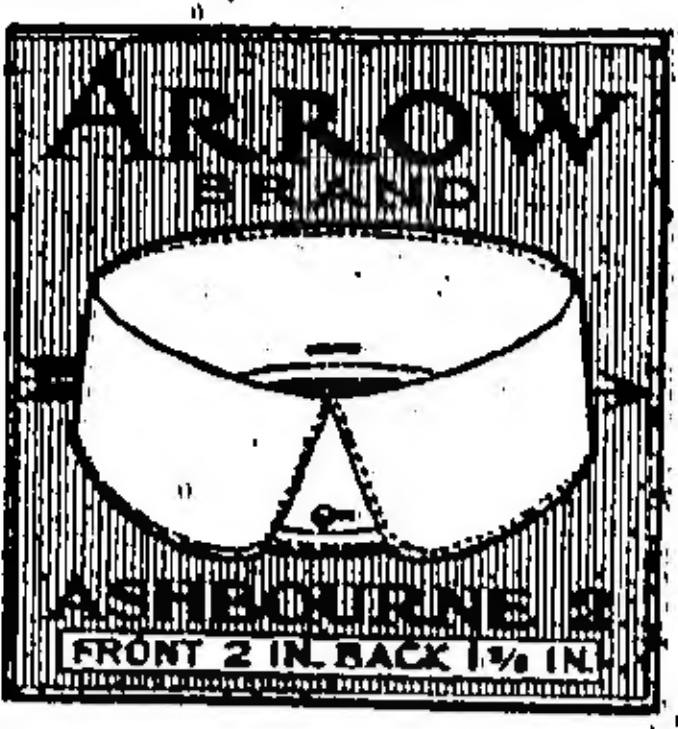
MOVEMENTS OF STEAMERS.

The P. & O. s.s. **Albatross**, left London on 22nd June.
 The C.P.O.S. s.s. **Medora**, left Vancouver for Hongkong via Japan ports and Shanghai on July 14, and is due here on or about August 22.
 The C.P.O.S. s.s. **Empress of Asia**, arrived at Yokohama on July 22, a.m., left there noon, July 22 and is due at Kobe on July 23 and is due at Hongkong July 31.
 The Admiral Line s.s. **Western Knight**, arrived at Kobe July 14, from Seattle and is due at Hongkong about August 7, calling at Nagasaki, Shanghai and Manila.
 The Admiral Line s.s. **Edinburgh**, arrived at Yokohama July 21, from Seattle and is due at Hongkong about August 14, calling at Kobe, Moji and Shanghai.

Latest Arrivals.

The N.Y.K. s.s. **Calcutta Maru** (Calcutta Line) left Kobe for this port via Moji on the 17th July, and is expected here on the 24th July.
 The N.Y.K. s.s. **Saito Maru** (European Line) left Shanghai for this port on the 21st July, and is expected here on the 24th July.
 The P. & O. s.s. **Japan**, left Moji for this port on the 19th instant, and is due here on the 24th instant.
 The P. & O. s.s. **Nagoya**, left Singapore for this port on the 21st instant, and is due here on the 24th instant at about 6 a.m.
 The P. & O. s.s. **Soligara Maru** left Bombay for this port on the 23rd instant, and is due here on the 24th instant.
 The P. & O. s.s. **Singapore Maru** sailed from Yokohama July 21 and is due at Hongkong July 30.
 The Siam Steam Navigation Company's steamer **Yanya** is expected to leave for Bangkok during this week and will take passengers.
 The C.P.O.S. s.s. **Empress of Russia** arrived at Nagasaki on July 14, left there July 18, and is due at Kobe on the 24th July.
 The C.P.O.S. s.s. **Montague** left Victoria for Hongkong, via Japan ports and Shanghai on the 9th July and is due here on or about 4th August.
 The T.K.K. s.s. **Nippon Maru** arrived at Yokohama July 14 and sails July 16 for Honolulu and San Francisco.
 The C.M.S.S. s.s. **Nanking** arrived at San Francisco on July 4.
 The E. & A. s.s. **Albatross**, left Sydney for Calcutta, Queensland ports, Sandakan and Manila on 9th July and may be expected to arrive here on or about 30th July.
 The T.K.K. s.s. **Korea Maru** arrived at Yokohama July 6 and sails July 8 for Seattle, for Honolulu and San Francisco.
 The T.K.K. s.s. **Siberia Maru** arrived at Yokohama July 6 and sails July 9, being due at this port July 22.
 The C.P.O.S. s.s. **Empress of Japan** arrived at Yokohama, left there July 4, and is due at Vancouver on July 10.
 The N.Y.K. s.s. **Iyo Maru** (European Line) left London for this port via Suez on the 27th June, and is expected here on the 6th August.
 The T.K.K. s.s. **Peria Maru** arrived at Yokohama June 25 and sails July 27, as per schedule, for Honolulu and San Francisco.
 The N.Y.K. s.s. **Suwa Maru** (American Line) left Manila for this port on the 23rd July, and is expected here on the 24th July.
 The N.Y.K. s.s. **Nikko Maru** (Australian Line) left Nagasaki for this port on the 23rd July, and is expected here on the 24th July.
 The N.Y.K. s.s. **Nikko Maru** sails on Sunday the 27th July.
 The P. & O. s.s. **Dilwara** left Japan for Singapore, Colombo and Bombay, on or about Monday the 28th July at noon.
 The P. & O. s.s. **Japan** will leave Singapore, Penang, Rangoon and Calcutta, on or about Sunday, the 27th July, 11 p.m.
 The P. & O. s.s. **Dilwara** left Shanghai for this port on the 27th July, 11 p.m., and is due here on the 24th instant at about 2 p.m.

NOTICES.

THE ALEXANDRA CAFE
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Noted for:
THE BEST TIFINS AND DINNERS.
FILLET HADDOCKS.
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CAKES AND PASTRIES.
 Dinner and Picnic Parties catered for.
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BANGKOK OPIUM SMUGGLING CASE.

The opium case in which the chief officer and second officer of the C.N. Co.'s s.s. "Laman," were implicated, has been the cause of two prominent judges differing in opinion as regards the sentences which were imposed on the defendants.

At the trial they were found guilty of importing and having opium in their possession. Mr. Lewis was fined £5,000 and imprisonment for one year. The other defendant, Mr. Farrar, was fined £5,000 and imprisonment for six months. In default of the payment of the fines, defendants were sentenced to two years' imprisonment, which they are now serving. The question has been raised, as to whether the penalties inflicted were not out of all proportion to the crime committed. It must be remembered that the defendants were not smuggling opium into Siam. That was admitted during the trial therefore they were guilty of only a technical offence.

When the sentence was imposed on defendants they appealed against the decision of the Lower Court but the sentences were upheld by the Siamese Judges, though opposed by two European advisers. The defendants have therefore appealed to the Supreme Court, but as the sitting does not take place until August, they will have a somewhat tedious wait. If the decision is upheld by the Supreme Court they will petition the King.

The opinion of Judge Sheraton is in agreement that a technical offence only was committed, and in the *Siam Observer* he states:—"The Public Prosecutor has charged both defendants with illegally importing opium into Siam contrary to the Opium Law of the year 1933 Chapter 2, Sections 1, 4 and 9. 'I believe that the opium seized belonged to the defendants and I am of opinion that the International Court was right in finding accused guilty under Section 1 of the Law of 1933 which decides that any person 'importing' opium into Siam must declare it to the proper authority."

"It has been argued by the defence that the opium was purchased in Singapore for the Hongkong market and that therefore, assuming even the accused to be the owners of the opium, they could not be found guilty of importing it into Siam. Nor were they even in possession of illicit opium in Siam as the opium was seized on board a British ship lying in a tidal river and was thus seized in British territory."

"In my opinion the words 'Bantuk Kuo Ma' or similar words, as used in the old Opium Law, which have been translated in English by the words 'importing' have never had the strict and technical meaning ascribed by the English translation but plainly refer to the fact of bringing opium into the country and apply to any ship's officer or passenger arriving here with opium in his cargo or baggage. The law containing no special clause for opium in transit, a declaration has to be made in any case. It must be pointed out that the declaration is a mere formality intended to make it possible for the customs officers to take necessary steps to protect the revenue of the State against any smuggling. The opium in transit can be re-exported free of any charge or duty."

POSSESSION OF GELIGNITE.

Whilst an Indian constable was on duty near Stanley the other day, he saw a Chinese with a packet under his arm. He found that the packet contained fifty sticks of gelignite. Sergeant Pepper prosecuting the man before Mr. R. E. Lindsay this morning for being in possession of dangerous explosive informed the Magistrate that it could not be ascertained whether accused was given gelignite to carry or whether it was his own. Defendant was fined \$50.

A Chinese female has been removed to the Civil Hospital suffering from injuries received when a tramway repair ladder fell on her head. The accident was the result of a collision between the ladder and truck No. 642. The injured woman has not been identified.

"THE PRIZE PACKETS."

The "Prize Packets," who are opening at the Victoria Theatre tonight, have just concluded a tour of South Africa, Ceylon, India, the Straits Settlements, British Malaya and Manila appears, from their press notices, to have been extremely well received wherever they went. Even the *Englishman* of Calcutta and the *Cape Times*, both newspapers of the old school, both worked themselves into a state bordering on enthusiasm over them, so that the management of the Victoria Theatre is very fortunate in having induced such a really first class company to appear there.

The Company numbers five, including three very charming flappers, but the entertainment which they provide is worthy of a Company three times their number, and we are assured that they will give a thoroughly bright, cheerful and clean entertainment of a standard worthy of the best support.

Mr. Charles Weatherley, the mere male in the Company, provides a musical turn which has to be seen to be appreciated. The three girls are named Zaida, La Petite and Queenie. The first named is known as the Australian "Vestie" Tiley, having obtained permission from the great Vestie herself to use her name. She sings some of Vestie's songs, and can dance some. La Petite is the ballad singer with the appealing voice and the charm of manner on and off the stage that makes friends everywhere. Queenie is the young lady who can sing a comic song in the most approved style—the song with the "devil" in it. She is by no means the least talented of the three, and is certain to be a great favourite locally.

Besides their other talents, the three children are instrumentalists of a high order, and they can produce sweet music from a great variety of articles. Incidentally they play on a toy hobby horse with a violin bow, and can almost make a Police rattle talk.

"The Packets" have only a short season here, and it is not unlikely they will soon visit Canton, and give an entertainment at the Canton Club Theatre.

POST OFFICE.

Insured parcels are now accepted for transmission to the province of Szechwan.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unione, Vienna, Trieste, Padua, Venice and Bologna in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Fritchie, French Somal Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

THURSDAY, July 24.
 Japan—Per SADO MARU.
 Straits—Per CALCUTTA MARU.
 Europe—via Marseilles—Per ANDRE LEBON.

SAUNDAY, July 26.
 Straits—Per NAGATA MARU.
 Bombay—Per SODDEGARA MARU.

SUNDAY, July 27.
 Straits—Per PARCEL MAIL from London—Per FRYBUSH.

OUTWARD MAILS.

FRIDAY, July 25.
 Swatow, Amoy and Foochow—Per QUINNEBAUG, 10 a.m.
 Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per SADO MARU. Registration 9.45 a.m. Letters 10.30 a.m.

Shanghai, North China and Japan via Kobe—Per PERKING, 5 p.m.
 Java and Port Moresby via Batavia—Per TIBODAN, 3 p.m.
 Shanghai and North China—Per YINGCHOW, 5 p.m.

SAUNDAY, July 26.
 Weihaiwei, Chefoo and Tientsin—Per HUICHOW, 3 p.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per AGAMEMNON. Registration 9.45 a.m. Letters 10.30 a.m.

Shanghai and North China—Per SUNNING, 5 p.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per INDUS MARU, 1 p.m.

SUNDAY, July 27.
 Swatow, Amoy and Foochow via Keelung—Per KALIO MARU, 9 a.m.

Shanghai, North China and Japan via Moji—Per NAGATA, 9 a.m.

Straits via Bangkok, Burma, India and Calcutta—Per JAPAN, 9 a.m.

MONDAY, July 28.
 Philippine Islands, Australia and New Zealand via Thursday Island—Per NIKKO MARU, Sunday, July 27th 9 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per LAURETTE. Registration 9.45 a.m. Letters 10.30 a.m.

Japan via Nagasaki and San Francisco—Per KOYO MARU, 9 p.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi and Bombay Aden and EUROPE via SUEZ—Per LUCHOW, 10 a.m.

Shanghai and North China—Per SINKIANG, 10 a.m.

Swatow, Amoy and Foochow—Per HAI-HONG, 1 p.m.

FRIDAY, August 1.
 Amoy and Foochow—Per HAI-HONG, 1.30 p.m.

TUESDAY, August 5, Taming, 8 p.m.
 WEDNESDAY, August 6.
 Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per NIKKO MARU. Registration 12.45 p.m. Letters 1.30 p.m.

Shanghai, North China and Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via CANADA—Per EMPRESS OF ASIA. Registration 9.45 a.m. Letters 10.30 a.m.

ENTERTAINMENTS.

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VIOLET HOPSON & GERALD AMES
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 21 Exclusive Vitagraph film with a Powerful Story.
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EDITH STOREY and ANTONIO MORENO.
 SATURDAY, 26. at 9.15 p.m.
SEE—"THE FALL OF A NATION"
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"THE MOON CHILD" EPISODES
 5 & 6.
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 AN ENGLISH VAUDEVILLE CO.
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 Pathe's British Gazettes
 Half an hour projection of British events.
 also
HAROLD LLOYD COMEDY
 entitled
"A SAMMY IN SIBERIA"
 Harold Lloyd in this week in trouble with Bolsheviks.
 TO-DAY'S MATINEE
"THE TERROR OF THE RANGE"
 (1st & 2nd Episodes.)

THE MESSAGERIES MARITIMES CO.
 Now that the question of the merchant navy is regarded as one of the most important at the present time, it is not without interest, from a French point of view, to make a few observations of the contribution given by the company of the Messageries Maritimes to the national defence, and the efforts it has made, and is now making, for the reconstitution and development of its fleet.

From the very beginning of the war, the company had all of its naval material put at the disposal of the Government, and the enumeration given here below of the steamers lost during the war, points out eloquently the part played by the company in the work of national defence. Effectively, the Messageries lost not less than 25 steamers from 1914 to 1918, including 22 through enemy action; all of them in the Mediterranean: "Ville de La Ciotat," of a gross tonnage of 6,878 tons; "Magellan," 6,015 tons; "Ernest Simons," 5,555 tons; "Santay," 7,246 tons; "Gange," 6,886 tons; "Himalaya," 5,620 tons; "Yunnan," 6,474 tons; "Annam," 6,075 tons; "Macanien," 6,075 tons; "Australien," 6,870 tons; "Polynesien," 6,863 tons; "Yare," 4,182 tons; "Caledonien," 4,180 tons; "Natal," 4,012 tons; "Djemah," 3,021 tons; "Kazank," 6,826 tons; "Portugal," 5,357 tons; "Sinaï," 4,624 tons; "Moscou," 3,471 tons; "Memphis," 2,382 tons; "Breton," 3,789 tons; "Athos," 12,800 tons; and three others were lost through accident independent of the war, viz.: "Euphrate," 6,886 tons; "Medoa," 8,634 tons; "Sogin," 8,956 tons.

These 25 steamers represented a gross tonnage of 144,182 tons, out of a 885,404 the company had before the war, which means a loss of 42 per cent. if we do not take into account the steamers completed during the war. Most of these steamers were on the Indo-China and Far East lines.

When war was declared, the Messageries was carrying out the execution of a vast programme of naval construction and the four steamers, "Andre Lebon," "Porthos," "Athos" and "Sphinx," representing each an average tonnage of 12,500 tons of which have since been to Shanghai were nearing completion.

With considerable difficulty, the company had these steamers completed. The "Sphinx" was at once taken by the French Navy as a hospital-ship, but the three other steamers, "Athos," built in Dunkirk, "Porthos," in Bordeaux and "Andre Lebon," in La Ciotat, were despatched to the Far East, the first two in November 1915, and the last one in December 1915. Not only these four steamers added to the French Navy a supplement of 50,000 tons, but they gave to the people abroad an example of the indomitable spirit of France at the very moment when Germany was making gigantic efforts in order to crush her.

Now that war is over, the question of the merchant navy has become more acute than ever. France, which has suffered more than any other nation in this respect, if we take into account not only the tonnage she has lost, but her inability (all her efforts being bent on the manufacture of war material) to make good the losses; she has to depend upon herself to regain the place she has lost in the mercantile trade. Happily, factors are now intervening. France has regained the annexed part of Lorraine with her rich coal and iron-mines which will be a great asset for her industries. On the other side, public opinion, up to now rather indifferent, becomes more and more interested in the development of a strong navy; and with the co-operation of the ship-owners, builders and Government, a vast programme of naval construction will be soon carried out. Here again the Messageries is placed, in a most favourable situation, owing to the dispositions already taken by it to stimulate this movement.—Ship- ping and Engineering.

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